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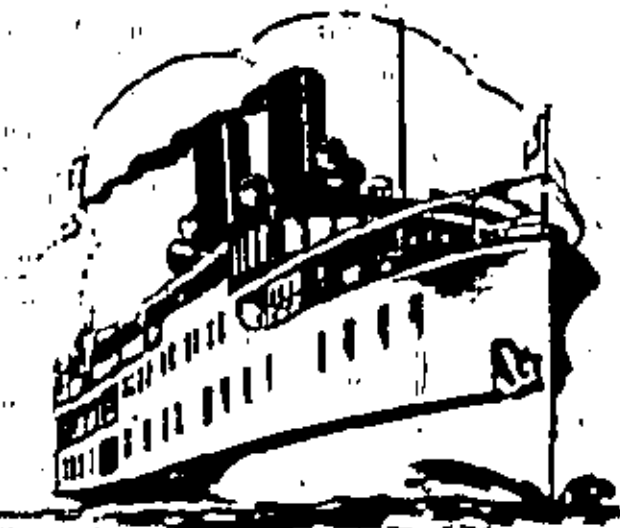
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MOTOR LORRY
SMASHOne Coolie Killed
In Accident

A motor lorry carrying five or six coolies back to town, met with an accident in the vicinity of Repulse Bay yesterday afternoon, resulting in one of the coolies receiving injuries to the head, which proved fatal. Another man was badly hurt.

The mishap occurred near the junction of Island Road and South Bay Road, when lorry No. 3972 crashed into a bridge and then into a wall on the opposite side of the road. A coolie named Wan Chi Wan, aged 27 years, was thrown heavily to the roadway and smashed his skull. Another coolie was badly cut about the body. The others received only superficial injuries.

So great was the force of the impact with the wall, that about 20 feet of it was demolished by the truck in its mad career along the roadway. The accident occurred at 3.30 p.m. while the truck was proceeding to Hong Kong from Stanley.

The driver of the lorry, Lung Chi, has been detained by the police.

"NIGHT MUST
FALL"Forthcoming
A.D.C. PlayNIGEL WEYMOUTH IN
LEADING ROLE

"Night Must Fall," the three-act thriller which is to be presented by the A.D.C. during the first week in November, might be described perhaps as the psychological study of a murderer. Such a description, however, suggests something in the weighty and gloomy genre of the Russian school, and conjures up a picture of woebegone peasants in dark forests and monosyllabic discourse. This is so far from true of Emlyn Williams' brilliant play that one is tempted to go to the other extreme and describe it as a highly amusing comedy.

More than one critic, indeed, has commented on the cleverness with which the author has combined the stark drama of the basic theme with dialogue written in a rich vein of humour. Lines of an almost farcical character alternate with situations tense with excitement and suspense, and even the path of the callous young murderer to his inexorable doom is beset with light-hearted badinage.

NO MYSTERY

This is no mystery play. There are no secret panels, no detectives in disguise, and the author plays no unfair tricks upon the intelligence of his audience. But there

(Continued on Back Page.)

SERIOUS AFFRAY
IN SYRIAThree Stabbed To
Death

Aleppo, Oct. 12.

Three persons were stabbed to death and thirty others injured, besides a number of policemen, in serious street fighting between members of a Christian group called "White Badge" and young Mohammedans.

A clash occurred in the crowded bazaars which involved several thousand and later spread to the streets.

Troops had to be called in before order was restored.—
Reuter.

MACAO RACES

Programme For
November Meeting

The November Race Meeting of the Macao Jockey Club will be held at the Arela Preta, Macao, on Sunday, November 1, at 2 p.m.

The programme is as follows:—

1st Race.—Wuchow Handicap (First Section) Winner \$150. Second \$100. Third \$50. For China Ponies classified by the Hong Kong Jockey Club as "D" Class at date of entry. Entrance \$5. Nine Furlongs.

2nd Race.—Hangchow Handicap (2nd Section) Winner \$150. Second \$100. Third \$50. For China Ponies, Subscription Ponies of this Club of 1935. Entrance \$5. One Mile.

3rd Race.—Wuchow Handicap (2nd Section) Winner \$150. Second \$100. Third \$50. For China Ponies classified by the Hong Kong Jockey Club as "D" Class at date of entry. Entrance \$5. Six Furlongs.

4th Race.—Soochow Handicap (2nd Section) Winner \$150. Second \$100. Third \$50. For China Ponies, Subscription Ponies of this Club of 1935. Entrance \$5. Six Furlongs.

5th Race.—Kwangchow Handicap (2nd Section) Winner \$150. Second \$100. Third \$50. For China Ponies classified by the Hong Kong Jockey Club as "E" class and Subscription Ponies of the Hong Kong Jockey Club of this season. Entrance \$5. Six Furlongs.

6th Race.—Ladies' Sprint. (Unofficial) Winner \$50. Second \$30. Third \$20. A Cup will be presented to the Winning Rider. Souvenirs will also be presented to the 2nd and 3rd Placed Riders. For China Ponies, the property of the Hong Kong Riding School. To be ridden by Members of the School. No Whips or Spurs allowed. Entrance \$3. Five Furlongs.

All ponies entered will be transported FREE on Friday or Saturday, 30th or 31st October, 1935 from Hong Kong to Macao and shipped back on Monday, 2nd November 1935. No charge will be made for keep while there during this period.

Entries close at 4 p.m. on Thursday, 22nd October 1935, at the Secretary's Office, 5th Floor, new Stock Exchange Building, Ice House Street, Hong Kong.

HANGCHOW

MECHANIC'S
INVENTIONNew Type Of Flying
Machine

Hangchow, Oct. 12.

It is reported that a mechanic named Feng Kue-ping of the Hangchow Aviation School has invented a flying-bird machine with four wings. The machine is twenty pounds in weight, and the total spread of the wings is sixteen square feet.

When packed, the machine occupies a space of two square feet. The framework of the wings is made of light metal wire, and the wings are covered with a light and tough fabric, and when ascending, the two arms are brought into action, followed by the feet.

It is said that the wings will enable the human bird to ascend and descend, and fly in all directions.

Feng Kue-ping is a Whampoa cadet, and it is said that he has taken five years to perfect his machine.

It is reported that he will make an official trial flight some time next month for the purpose of convincing the local authorities.—
Chinese Evening Press.

"REMARKABLE
PROSPERITY"China As Seen
By Traveller

Dr. B. L. Falconer, a round-the-world traveller, arrived here yesterday having traveled from Hankow by rail.

Hailing from Texas, Dr. Falconer is on his fifth tour round the world.

Dr. Falconer was here in 1934. "I have just come through China again," he said when interviewed by the "Daily Press." "This country has shown remarkable prosperity since my last visit," he added.

PEARCE HITS
A CENTURYColony Beats Rest
Of Shanghai

Shanghai, Oct. 12.
Playing against the Rest of Shanghai, Hong Kong won by 96 runs, compiling 212 against the home team's 116.

Battling aggressively, Pearce scored 101 runs in 115 minutes, while Lieut. Secretan was top scorer for the home team with 24. Pearce also distinguished himself with the ball capturing 6 wickets for 36. Lee took 2 for 20, Minu 1 for 22 and Nazarin 1 for 0 with the last ball of the match.—
Reuter.

TWO TYPHOONS

Manila Warnings

The following typhoon warning telegrams were despatched from Manila at 3.20 p.m. yesterday through the American Consulate General:

Typhoon in about 121 degrees Long. E. and 16 degrees Lat. N., inclining northward.
Typhoon in about 133 degrees Long. E. and 23 degrees Lat. N., recurring northeastward.

Dollar Line Official
Bereaved

We regret to record the death of Mrs. E. L. Matteson, wife of Mr. E. L. Matteson, General Agent of the Dollar Steamship Lines and American Mail Line, Kobe Office, who passed away at 5 p.m. on Friday, October 9. Funeral services were held yesterday.

Mr. Matteson was formerly General Agent of the Dollar Steamship Lines and American Mail Line in Hong Kong, and Mrs. Matteson was the daughter of Mr. McDermid, former General Agent of the Dollar Steamship Lines in Canton. Mr. and Mrs. Matteson were married in Hong Kong.

THE DOLLAR

T.T. ON LONDON:
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30.1/4.LONDON SILVER
MARKET

(From Our Own Correspondent)
London, Oct. 12.
London silver prices to-day were unchanged as follows:—
Oct. 10 Oct. 12
Spot 20 20
Forward 20 20

Chinese Labour
In SamoaPremier Replies To
MessageNO RENEWAL OF
CONTRACTS

Auckland, Oct. 12.

The Prime Minister told the Samoans that Chinese labour is not a live question, but he recommended no renewals when the contracts expire a year hence.—
Reuter.

An earlier cable from Wellington stated:

A controversy over Chinese labour has arisen in Samoa.

The local Advisory Council has sent a wireless message to the Government in New Zealand requesting immediate deportation of all Chinese labour.

Planters in Apia are alarmed at this, fearing that the granting of the request might mean the ruin of plantations as local labour is unsuitable.

A political party formed for the purpose is opposing the proposal.

H.M.S. MEDWAY
RETURNSAccompanied By
Submarines

H.M.S. Medway (Capt. C.G.B. Collart, R.N.) returned to Hong Kong yesterday morning from Keelung accompanied by H.M. Submarines Odin, Otus, Parthian, Perseus, Rover, Orpheus, Osiris, and Rainbow. The mother ship berthed at No. 2 buoy in the Naval Anchorage.

H.M.S. Lowestoft departed yesterday for Wei Hai Wei.

H.M.S. Bruce arrived yesterday from Keelung.

H.M.S. Duncan is expected to arrive from Pagoda Anchorage on Thursday and H.M.S. Kent is due from Shanghai on Saturday.

WARSHIPS IN
HARBOUR

Positions of warships in harbour yesterday were as follows:—

North Wall: H.M.S. Diana, H.M.S. Sandwich, H.M.S. Moth.
South Wall: H.M.S. Dainty, H.M.S. Olympus.

East Wall: H.M.S. Phoenix, H.M.S. Otus, H.M.S. Tarantula.

West Wall Dock: H.M.S. Duchess, H.M.S. Delight, H.M.S. Regulus.

In Dock: H.M.S. Decoy, H.M.S. Defender.

Talkoo Dock: H.M.S. Regent, No. 3 Buoy: H.M.S. Adventure.

No. 6 Buoy: H.M.S. Capetown, No. 7 Buoy: H.M.S. Dart.

Foreign: U.S.S. Gold Star, U.S.S. Mindanao, U.S.S. Tulsa.

MANILA GOLD SHARES

Local Dealings

Buyers

Venz. Goldfields, \$6.
Benguet Explor., 40 cts.
Demonstrations, \$1.55.
Mambulao, 63 cts.
Paracale Gymnas., \$1.54.
San Mauricio, \$6.

Sellers

Salacot Mining, 18 cts.
Sales
Rauha, \$12.
Bagulo Gold, 50 cts.
Balatoc Mining, \$23.
Demonstrations, \$1.55.
Mambulao, 64-65 cts.
Northern Mining, 52 cts.
Paracale Gymnas., \$1.55.
San Mauricio, \$6.15.
Suyoc Consol., \$1.21.
Dayakas, 58 cts.
(Full quotations on Page 12)

"Shocking
And
Abominable"SCATHING
REMARKS BY
CHIEF JUSTICEAccused Has
"Nothing To Say"

Describing the offence as "shocking and abominable," the Chief Justice, Sir Atholl MacGregor sentenced Choi Tim, 25, unemployed, to three years imprisonment at the Criminal Sessions yesterday morning, when accused pleaded guilty to a charge of having carnal knowledge of Leung Hay, a seven-year-old girl, on August 15 at No. 3 Lyndhurst Terrace.

The accused stood in the dock, with his head bowed.

"You have pleaded guilty to this shocking offence," said His Lordship "Have you anything to say for yourself?"

"I have nothing to say," murmured defendant.

Mr. E. H. Williams, Assistant Attorney General, for the Crown, intimated that no serious harm had been done to the girl.

His Lordship, addressing accused: "You have seen fit to say nothing for yourself. You have pleaded guilty to a shocking and abominable offence. I certainly can't find anything to say for you. Three years."

Accused was then removed from the dock.

"Dorado"
Due To-daySPECIAL PLANE
ARRIVING

The R. M. A. Dorado (Pilot, Capt. J. H. Lock) is expected to arrive at Kai Tak Aerodrome from Penang at 2 p.m. this afternoon.

ANOTHER PLANE DUE

Another aeroplane is due to land at the same time. It is a special plane which was chartered by Dorothy Kilgallen, of the International News Service, from Bangkok in her race round the world.

TYPHOID

Eight cases of typhoid (one imported) and two cases of diphtheria were notified to the local Health authorities for the three days ended on Sunday.

BIG GIFT MADE

Sir Robert Ho Tung, Hong Kong's "Grand Old Man," has made an offer of \$100,000 for the purchase of an aeroplane in celebration of the 50th birthday of Generalissimo Chiang Kai Shek.

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AVIATION

LATVIA BUYS BRITISH WARPLANES

Fog And "Upper Air" Investigations

FOUR-GUN FIGHTER

Latvia has ordered a squadron of Gloster Gladiator single-seat fighter biplanes. The contract was placed after consideration of the best foreign aircraft; its destination was influenced by the notable display of power and ease in manoeuvre which was given by the Gladiator at the S.B.A.C. Display at the end of June.

Latvia thus joins a growing list of countries that have purchased either the Gladiator or its immediate predecessor in the Gloster range the Gauntlet. Other important overseas contracts are pending. Both types are in production for the Royal Air Force; the Gauntlet has for some time past armed home defence squadrons of the Service.

Deriving power from a Bristol Mercury air-cooled radial engine, supercharged to give up to 840 h.p. at a height of 14,000 feet, the Gladiator reaches a level speed of 265 m.p.h. at 15,500 feet. It carries the full and elaborate equipment of a "day and night" fighter, comprising an armament of four Vickers guns, night-flying gear, navigation lights, radio receiver and sender, and oxygen-breathing apparatus. It climbs from sea-level to 20,000 feet in nine minutes and its service "ceiling" (the level at which rate of climb falls to 100 feet a minute) is 35,500 feet—more than six thousand feet higher than the summit of Mount Everest. With full load on board, its stalling speed is only 59 miles an hour and its speed range—ratio between maximum and minimum flying speeds—is, therefore, more than four to one.

THE GLADIATOR

The Gladiator differs from the Gauntlet in its engine, which is more powerful, in carrying a heavier load, and in design of wings and undercarriage. Instead of two pairs of interplane struts on either

side of the fuselage it has one. The undercarriage is cantilever, without an axle to connect the two legs. These changes have decreased the head resistance of the aeroplane as compared with the Gauntlet, and enhanced its performance. The Gladiator is 25 miles an hour faster than its forerunner and carries a heavier load, yet it climbs to 20,000 feet just as rapidly and attains a similar service "ceiling." Its four guns make it the most powerful biplane fighter ordered for Royal Air Force equipment; two are fitted in the usual grooves at the sides of the fuselage, and two in "blisters" below the lower wings, from which they are outside the disc swept by the airscrew.

SPEED MYSTERY

When the Gauntlet was put through its official flying trials, test pilots discovered that its best level speed was 230 miles an hour. Yet the designer's calculations showed an estimate of only 220 m.p.h. The search for the reason why performance exceeded estimate by that useful ten miles an hour has engaged many hours of research. A Gauntlet was one of the first aircraft to be tested in the new full-scale wind channel at the Royal Aircraft Establishment, Farnborough. Careful streamlining of every external part undoubtedly has much to do with the remarkable performance of the machine, but the chief reason is probably the well-nigh perfect shaping of the fuselage.

CHARTING THE UPPER AIR

Air pilots, meteorologists and observation stations have been working in Newfoundland since the autumn of 1934 on accumulating data for one of the most comprehensive weather forecasting schemes ever devised. It will be used for the north Atlantic air services and the investigations have been undertaken on behalf of the British Air Ministry and the Canadian and Newfoundland authorities. They include charting of the upper air and an examination of the prevalence of fog in the Newfoundland zone and over the mouth of the St. Lawrence. A number of fog-reporting stations has been set up round the coast and inland, and all-the-year-round observations indicate that while difficult flying conditions are apt to persist in areas round St. John's, there is a central clear zone in Newfoundland.

The object of the ground organization will be to keep pilots on the Atlantic airway informed of the movements of fog and to lead them through clear channels. Charting of the upper air will provide data upon which, it is hoped, a high degree of accuracy in forecasting will be based.

A good deal of flying by Imperial Airways pilots has been involved in obtaining the necessary observations.

Results of this meteorological work are likely to influence the selection of sites for Newfoundland's airport. The present proposal is to construct a landing ground out of virgin forest at Hatties Camp and to equip it with an artificial runway capable of allowing all sizes and types of landplane to take off and land. Consultations, to take place during September, have been arranged with an Air Ministry expert, whose advice will be a chief factor in the ultimate decision.

RADIO CONTROL

In the Atlantic service the principle of radio control is to be extended even further than in the Continental services. Pilots will be instructed as to course and as to landing places by radio in accordance with the weather reports. Thus the command of the aircraft appears to be passing gradually from the man in the air to the man on the ground and this change is to be expected in view

of the much more complete weather information available on the ground.

The British authorities have believed from the first that the trustworthiness obtained in modern flying boats is sufficient to allow them to operate in safety over long stretches of ocean provided only that they may be certain of finding a landing place free from fog at the end of their flight. Nevertheless, they are not neglecting the possibilities, and experimental transatlantic flights will be made within the next few months by the new de Havilland Albatross four-engined landplane which is expected to reach a speed of some 250 miles an hour.

MOBILITY AND FORMATION FLYING

Mobility is the trump card of air power and special attention is being paid to the development of this quality in the British Royal Air Force. With the large increase in size of the Service, ever greater importance attaches to mobility and the work that has been done in the past in perfecting formation flying is now bearing fruit. Close formations, which have hitherto been regarded mainly as devices for drilling the pilots are proving indispensable for sniffling units from one aerodrome to another with a minimum loss of time. But the larger numbers of aeroplanes which are handled together have called for special safety provisions and an Air Ministry Flying Order has been issued laying down methods to be used when formations are coming in to land.

To avoid risk of confusion, a fixed procedure is given. When the formation approaches the aerodrome, it must form echelon to the right before entering the prescribed circuit zone. Each sub-formation then finds itself in its correct order for landing. On breaking off from the main formation, the sub-formation also forms echelon to the right and ultimately the single machines may land in the sequence of their positions in the echelon. Unless specific orders are given to the contrary, this procedure is to be the invariable rule in future.

Formation flying has been developed by the Royal Air Force to a more advanced stage than by any other air force in the world and

such drill as that performed at the Royal Air Force Display at Hendon demands a high degree of flying skill and flying discipline. In particular the aerobatics done by a flight of three Gauntlet single-seat fighters illustrated how accurately the pilots can maintain their intervals and distances.

FOLLOW-MY-LEADER

Those not conversant with formation flying methods of a wonder how a pilot is able to spare attention for the execution of an intricate evolution and at the same time concentrate upon keeping his aeroplane in its correct position in the formation. The explanation of the formation is conscious of doing intricate manoeuvres. The other pilots are solely concerned with following him at their prescribed intervals and distances.

Thus, when a loop is being done, the leader decides how he shall make it and when. The other two pilots simply maintain their positions. Consequently when the nose of the leading aeroplane goes up on the loop, the noses of their machines do likewise even though they may not know what manoeuvre is being begun. All round the loop the pilots simply look at the leader's machine and do not pay any attention to where the ground has got in relation to themselves. The leader arranges his manoeuvres so that there is available a margin of speed which will be sufficient to allow the other machines to maintain position without difficulty; but otherwise he concentrates upon the manoeuvres themselves just as if he was the only aeroplane in the sky.

Aircraft qualities which aid accurate close formation flying are a flexible engine, which responds instantly and smoothly to small changes in the throttle opening, good outlook from the pilot's cockpit, and powerful controls which are fully operative throughout the speed range. The remarkable work in close formation flying which has been done recently by the Royal Air Force must be attributed in some measure to the aeroplanes with which the squadrons are equipped. The Hawker Fury with Rolls-Royce liquid-cooled engine, for instance, and the Gloster Gladiator with Bristol air-cooled engine, have been found to be well suited to close formation work.

to do the work—the police or the motorist? Presumably the latter, but in many cases they will be doing something they have never done before. One can see some broken lamp glasses, while many owners will find for the first time that bulb-changing is not an easy matter with some types of head and side lamp.

The simplest way would have been to make it illegal to offer any bulb for sale unless it was marked. One cannot see this requirement being effectively enforced by individual action against motorists. It is typical, however, of the little annoyances to which the motor vehicle user has to submit, and it seems to be one more duty added to those of the police, whose time is already taken up to so great an extent by such things that it is remarkable that they can ever find time to attend to more important matters.

COLOURED CROSSINGS

Most drivers have on occasion unwittingly broken the Belisha crossing rules. Despite the beacons and the studs in the road it is in some conditions only too easy to overlook these crossings, and it is quite a good suggestion that they should be further distinguished by using a different colour for the road surface. A yellow surfaced crossing, for example, could hardly escape notice. In connection with these crossings there is still uncertainty as to what is expected of the Motorist. Should a traffic from both directions, stop directly a pedestrian leaves the kerb or should the various units stop in turn to allow the pedestrian an uninterrupted crossing?

It seems a little unreasonable for a single pedestrian to stop all traffic both ways. For each half to stop in turn should be sufficient, and the best plan would be to place an island in the centre of every Belisha crossing. If such an island could not be used the point is not a suitable one for a Belisha crossing.—A London correspondent.

WATTS ON THE BULB

After October 4 every electric light bulb in a forward lamp must have its "wattage" marked on it. One cannot picture every motorist between now and then removing the bulbs from head and side lamps, spot lights, etc., to see if they conform to the new regulations. Most bulbs are so marked but some of the imported ones are not, and in any case the markings are not always very clear.

How is this requirement going to be enforced? Are we to have police roundups, and if so who is

here at the time. I was told recently by two different automobile engineers who had experimented with cylinders thus treated that, while resistance to wear was a promising feature, the trouble was an impossibility of ensuring that the chromium film on the bores should at all times be wholly and thoroughly lubricated. It was said that applying oil to a chromium surface was like trying to moisten an oily surface with water.

But now I learn from another source that no such difficulty exists; in other words, that what some people have termed is impossible is being accomplished every day!

This, in turn, reminds me of other instances of the accomplishment of the impossible. Take aluminium cylinder heads and steel valve seats in aluminium cylinders, or cylinder heads. "Quite impracticable," said various people, "owing to the impossibility of preventing leakage and looseness due to the widely different rates of expansion with temperature variations of the aluminium of the cylinder head and the cast iron of the cylinder block, or the steel of the valve seats." But the "impossible" in these cases is being proved every day on thousands of cars and aero engines to be quite possible.

RAILWAYS AND ROAD TRANSPORT

Protests loud and long have been made by road transport interests in this country against the apparent inability of successive Governments to resist railway influence in the matter of repressive and restrictive legislation relating to motor transport, goods and passenger.

The present position, in which competition with the railways is

MOTOR JOTTINGS

MOTOR ENGINEERING PROGRESS

Remarkable Properties Of Wear Resistance

CHROMIUM PLATING

All motorists who had experience in years gone by of the difficulty if not the impossibility of preventing the deterioration of nickel-plating, after a few months' use of a car, know full well what an immense improvement is the now universal chromium-plating; the only weakness of the latter is its tendency to peel off if rust gets under it at the sharp edges of the metal.

It is not, however, at all widely known that chromium-plating is being used to an increasing extent for parts subject to wear, such as camshafts, crankshafts, and, experimentally, cylinder bores. The latter have been found to present several problems that were not realised until tests had been in progress for some while; but from all accounts they appear now to be fast approaching solution.

As regards camshafts and crankshafts, tests covering many hundreds of thousands of miles have shown that chromium-plating has a remarkable resistance to wear; after four and a half years constant use in one engine, for example, the cams and crank pins thus treated showed practically no sign of wear. This is believed to be due in part to the

fact that chromium-plating seems to possess self-lubricating properties; whether or no, it is intensely hard and able to resist corrosion far better than a steel surface.

As regards the chromium plating of cylinder bores, I referred to possibilities on a previous occasion, and mentioned that many motor manufacturers were testing a Dutch process. On different lines is a British process which is claimed to overcome certain shortcomings of the Dutch, such as a tendency for the chromium to be deposited more heavily at one part of the bore than the other. Whether that is so, or not, I am not in a position to affirm; but I feel sure that if the chromium plating of cylinder bores can be made a dependable and commercially feasible process for car engines in general we shall be close to it not at the end of troubles, and expense due to excessive cylinder wear, whether the latter be taken as caused by friction or corrosion, or both.

WHAT CAN BE DONE

In referring above to the most recent development in the chromium plating of cylinder bores, I cannot forget that, as mentioned

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spots, apply Cuticura Ointment direct on the affected skin a few moments before washing with the soap. These gentle soothing emollients are all you require to make your skin clear and healthy, your complexion smooth, lovely and attractive. Don't envy the girl whose clear skin and complexion make her so attractive.

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Wolverhampton.

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DYSPEPSIA
GASTRITIS
WIND
HEARTBURN
ACIDITY
FLATULENCE
SOUR STOMACH



STAMINA IN MOTOR DRIVING

Veteran Sportsman's 3000-Mile Tour In Seven Days

(By the Motorist Correspondent of the "Glasgow Herald")

What is the reason why some motorists are able to drive long distances at one "sitting," as it were, or between sunrise and sunset, whereas others—equally experienced drivers—say they feel "tired out" after they have driven 100 or 150 miles? It is not, as some people might think, merely a question of physical fitness. I know of one man who cannot walk three miles without feeling exhausted (though he can play two rounds of golf a day without distress), but put him at the wheel of a car and he will drive on and on, all day long, eating only a few sandwiches while still on the move, and yet seem as fresh at the end of 300-400 miles as when he started.

Perhaps the explanation is that motor driving represents mental rather than physical stress and that one man is better able to withstand the former than the latter; better able, maybe, to "take things as they come" instead of allowing his nervous system to be disturbed by incidents on the way.

Seating comfort is a factor of course, but variations in that respect are not accountable, or not always for the differences of effect of mileage upon the physical state of different drivers. Age is not wholly accountable either, for the man to whom I have referred specifically is over 60 years of age.

TOUR OF BRITAIN

What I have written above came to mind upon hearing of a remarkable seven-day run on a 30 h.p. V8 Ford car by that veteran racing cyclist and motorist, Mr. J. W. Stocks. He covered 3000 miles in seven days during a tour of Britain; and yet he is 63 years of age. His longest day's run was 448 miles and his shortest, 395 miles. His route did not lie entirely over trunk roads; for instance his first day's run, starting from London, terminated at Peterborough, only 83 miles distant, but in reaching there he had taken a sinuous route embracing Oxford, Stratford-on-Avon, Newmarket, and Cromer.

Many beauty spots in the Scottish Highlands were included in the itinerary (determined upon in advance, by the way), and the sixth day's run terminated at Land's End, whence Mr. Stocks returned to London via Hastings on the seventh day.

Need it be said that the distance covered in the week would be considered good going for a three or four weeks' tour by the ordinary motorist? One thousand miles a week is as much as, or more than, the latter cares to plan for a holiday tour. But then, of course, Mr. Stocks was not intent upon sight-seeing (beyond what he could see from the moving car) or upon wayside picnic at places of interest and beauty. Nevertheless, as an example of motorist stamina this 3000-mile one-week tour of his will take a lot of beating.

STRENGTH OF CRUCIFORM FRAMES

Probably the majority of motorists have read or heard of the claims made on behalf of the modern chassis frame of what is termed the cruciform type, particularly its resistance to distortion or uneven roads and when the car runs diagonally; for example, from a cambered road into a sloping gate approach. But few can have realised the remarkable difference in this respect between the cruciform frame and the type it has superseded. I must admit that I did not do so until recently, when the chief engineer of a firm of renown showed me some figures obtained during a series of tests of various frame designs that have been used—or made experimentally—for the cars in which he is interested.

In the case of the old type of frame that represented standard practice for many years, it was shown that when the two rear corners were held immovable and the centre of the front cross member rested upon a "knife-edge" on a table, a weight of 100lb. hung on to the off-side front corner caused the nearside front corner to rise no less than 490mm.—roughly 19 inches!

The merit of course, that the frame twisted to that extent from end to end and that in use the bodywork would be called upon to attempt to resist the implied distortion, is not surprising, therefore, that

in years gone by bodies soon developed creaks and rattles here, there and everywhere.

A test of the same character applied to the modern cruciform frame (the two central members arranged as a cross instead of running straight from one side to the other) brought about an "uplift" of the unweighted front corner of only 96mm. (less than 4in.), showing that this frame had five times the resistance to distortion. True, this improvement was encouraged by the use of welding to form certain parts of the side members into a box section.

BETTER EVERY YEAR

Finally in frame design was not, however, represented by the cruciform frame mentioned in the preceding paragraph, for subsequent developments, from year to year, have brought down the distortion figure again and again—to 65mm. in the 1935 frame and to 38mm. in the latest rendering for a car of the same model.

These further improvements have arisen from modifications in the shape and extent of the cruciform bracing, in the extended use of box-sectioned members, and in the entire superseding of riveting by welding. One benefit derived from the latter, I may point out, is due to the elimination of holes for rivets in the frame members and the avoidance of the weakening effect they bring about.

Developments have taken place concurrently in body construction, and the firm in question—like many others—now uses an all-steel body shell. With this belted in place on the latest frame the latter distorts even less under the test mentioned above—that is, only 18mm. as against 38mm. the body shell itself having an inherent resistance to distortion, whereas the older style body on the first frame to be tested helped hardly at all in reducing frame distortion from 490mm.

IMPROVEMENT IN SPRINGING

But the figure 18mm. is reduced to 12mm. when the doors are fitted and closed, the hinges and dovetailing tending still further to strengthen the body shell. Moreover, with the floorboards fitted (screwed down) the figure falls to 8mm. only. Thus we have in this case roughly 50 times the resistance to distortion of the car as a whole on uneven ground as compared with the complete car of only six or seven years ago!

It may well be wondered, when one hears of the greater resistance to distortion of modern frames and bodywork referred to above, what happens when a car runs diagonally up a slope or the 10in. or 12in. grass verge of a road. Something must "give" obviously, else one front wheel and then one rear one would lift clear of the ground; and we know that no such thing happens.

What must, and does occur, is that the springs flex to a greater extent than when the frame and body were distorted as mentioned. In this connection also there has been great improvement of recent years; in other words, the use of new alloys of steel for springs and the adoption of more certain manufacturing methods (e.g. better control in the heating and quenching processes essential to the "tempering" of spring steel) have resulted in springs being far better able to withstand flexion and shocks without being made unduly stiff from the viewpoint of riding comfort.

Spring manufacturers have had a great many calls upon their ability to provide springs able to withstand heavier and still heavier stresses of one kind and another. Beyond coping with demands for greater resistance to fracture on uneven surfaces, springs of late years, particularly front ones, have been stressed more and more by the improvement in the braking of cars.

In times gone by front springs had no "load" from braking, apart from the reaction from rear brakes, but nowadays they are stressed on this account far more than the rear ones and yet they are more supple than they were.

Shock absorber developments have helped the springs to cope more dependably with their work. And so we see here an instance of how one part depends upon another. If springs had not been improved we could not have had stronger frames, and if shock absorbers had not been developed present-day springs would not

MAN WHO WOKE UP BRITISH EMPIRE

Epitaph For Mussolini

An expression of thanks to Signor Mussolini for waking up Great Britain to her unpreparedness in the air was voiced by Air Commodore P. F. M. Fellowes, speaking at a luncheon given to air pioneers at the Savoy Hotel, London, recently.

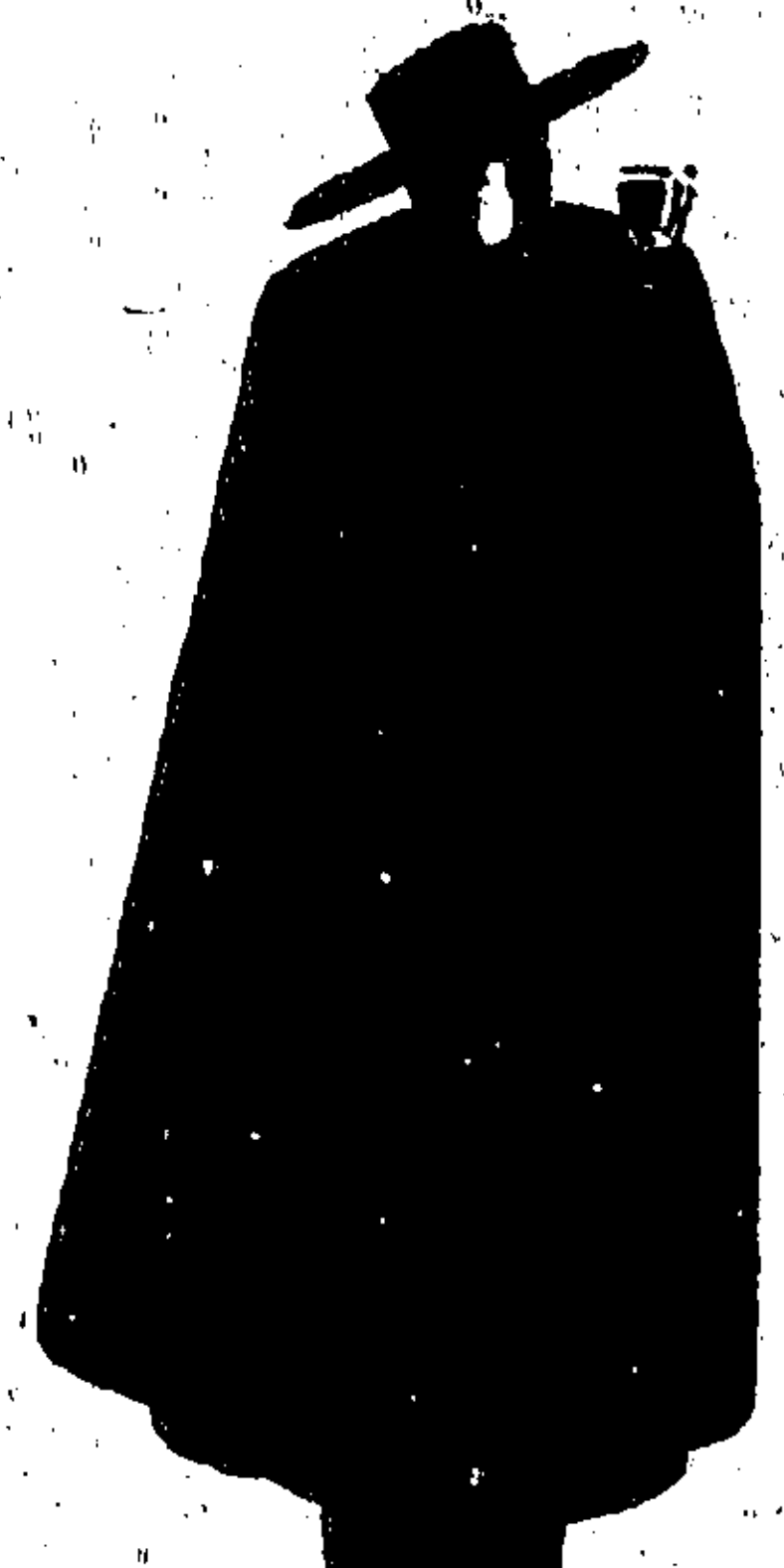
"We in this country," Air Commodore Fellowes said, "have been setting an example of pacifism run mad for a great many years. We have had the idea in our heads that everybody loved the British Empire so much that they would go to any limits to preserve it. Only recently has a little sanity percolated through."

There had come a great change in the last 18 months, and we were going ahead with determination.

"I think," he added, "we can really say from our hearts, 'thanks to Signor Mussolini,' for if it had not been for him we would have been as sound asleep as we were 18 months ago. If we ever set up a memorial to him in England, I think we should have on it, 'The man who woke up the British Empire just in time.'"

Mr. Claude Grahame-White said he believed the time would come when aircraft would be controlled by robot pilots. War machines of the future will be controlled by one pilot in the leading machine or by wireless from the ground.

have stood up to their work as well as they do; and it is remarkable what they will stand without fracturing or distorting.



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GARY COOPER
Mr. Deeds Goes to Town
JEAN ARTHUR

Frank Capra • Riskin

Next Change

"SNOWED UNDER"

Another Hilarious Comedy with
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Love as enduring as the towering pines that shelter it... flames across the screen in NATURAL COLOR!

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TO-DAY AND TO-MORROW
FLOODING THE SCREEN
WITH THRILLS

BOULDER DAM

Next Change

"Early to Bed"

A PARAMOUNT PICTURE

"EARLY TO BED"

Charlie Ruggles appears as an ineffectual, sleep-walking seller of glass eyes in his latest farce with Mary Boland, "Early to Bed," scheduled to open on Thursday at the Star Theatre. The picture gives the inimitable Boland-Ruggles team the most original comedy plot they have played in their many successful teamings.

Charlie is Chester Beatty, mouse-man and clerk for twenty-six years in the offices of the Matchless Eye Company, engaged for twenty of those years to Tessie Weeks, his "Gibson Girl" sweetheart. A secret sorrow discussed mysteriously by Chester has deterred their wedding.

They marry and start on their honeymoon, heading for Lake Okawababogee Lodge. Chester knows that the world's biggest glass eye prospect is staying at the lodge, and he hopes to earn a bonus by landing an order. He does not know, until they arrive, that the lodge is a sanatorium.

Chester reveals his secret sorrow—he is a sleep-walker, given

TO-DAY AT THE CINEMA

Hong Kong

KING'S:
"Things To Come"

QUEEN'S:
"Mr. Deeds Goes to Town"

ORIENTAL:
"The Trail of the Lonesome Pine"

Kowloon

ALHAMBRA:
"Guard That Girl"

MAJESTIC:
"The Melody Lingers On"

STAR:
"Boulder Dam"

Coming

KING'S:
"The Amateur Gentleman"

QUEEN'S:
"Snowed Under"

ORIENTAL:
"Fang and Claw"

ALHAMBRA:
"Trapped By Television"

STAR:
"Early To Bed"

MAJESTIC:
"Dancing Lady"

"GUARD THAT GIRL"

Gripping and thrilling mysterious and dramatic, is "Guard That Girl" the actionful Columbia picture which is being shown at the Alhambra Theatre to-day.

An important cast of notable players brings to life the story of a desperate murderer who uses big game arrows as his lethal weapons. The audience found it an impossible task to select the guilty person from among such players as Robert Allen, Arthur Hohl two of the best hated screen villains; Ward Bond Elizabeth Risdon, new to Hollywood after Theatre Guild triumphs.

The shadow of suspicion also plays upon Florence Rice, who disguises herself as the helpless unknown criminal's seek to kill, upon Barbara Kent and Bert Roach, who provides many of the picture laughs.

No matter what your worries, you will forget them as you find yourself joining the three detectives who face a maze of clues endeavouring to find a brilliantly fiendish murderer. The photography, the sound effects and superb acting combine to work a spell of eerie mystery.

The smoothness of the production suggests that it's a sound plan to have an author direct his own story. Lambert Hillier both wrote and directed this thriller.

"THINGS TO COME"

In March, 1934, Alexander Korda, head of London Film Productions, read H. G. Wells preliminary screen adaptation of his novel, "The Shape of Things to Come." The producer was enthusiastic and began preparations for shooting. Adjustments were made to the story and it was labelled "the scenario." The scenario was re-written and finally christened a "treatment." An impressive production schedule was drawn up. The cost of making the film was estimated at £100,000 and the completion date was fixed for January, 1935.

But nearly £280,000 was spent before the cameras finally stopped turning. "Things To Come" finally took shape, and if nothing else, Korda can console himself with the thought that he has fathered the most lavish film ever made.

INJUNCTION AGAINST FILM STAR

Mr. Justice Lewis, sitting in chambers recently, continued the interim injunction he had granted Warner Brothers Pictures, Inc., against Miss Bette Davis, the film star.

The injunction was to restrain Miss Davis from appearing in any stage or motion picture production without the consent of Warner Bros., while her contract with them was in force.

The Judge ordered a speedy trial of the action.

to nightly ramblings. He has hardly confessed before a murder and then a robbery take place, both under circumstances that make him think he has committed them in his sleep.

The honeymoon, the high-pressure selling of glass eyes and the solution of the murder mystery are scrambled into the riot of fast-moving comedy which follows.

GLAMOUR OF WILL ROGERS

Lives In Uncanny Fashion

Will Rogers, killed in an Alaskan aeroplane crash nearly a year ago, lives again in uncanny fashion in "The Great Ziegfeld," just come to rest at the talkie-converted His Majesty's Theatre.

Rogers was one of Ziegfeld's greatest stars, and, therefore, despite his death there was no keeping him out of the M.G.M. picture of Ziegfeld's life.

Battalions of professional impersonators were ready and anxious to secure the job of playing Will Rogers in "The Great Ziegfeld," but a professional impersonator would not have fitted into the story. His portrayal of Rogers would have been too showy; it would have smacked of burlesque—a fatal fault in a serious attempt at a man's life story.

Search was made for a different solution of the problem, and in the studio one morning there appeared the somewhat gawky figure of A. A. Trimble, a New York stockbroker, who not only happened to be Will Rogers's double in appearance, but chanced to follow a hobby of impersonating the star—just for fun and the amusement of his friends.

As an audit on proved, there was no burlesque about A. A. Trimble's version of Will Rogers, no hint of that caricature angle which invariably creeps into a professional impersonator's work. In every respect A. A. Trimble was (and is) a living version of the dead Will Rogers.

He got the job, and in the film carries it out in such a manner that you're tempted to believe that Alaskan plane crash never happened.

It's curious how the fame and glamour of Will Rogers persist so strongly even now, a year since his death.

YOUNGER JUSTICES FOR THE YOUNG

Home Office Ban Grandfathers

Justices of the Peace throughout the country are urged by the Home Office, in a circular issued recently, to pay attention to the urgent need for younger men and women to sit in the Juvenile Courts—persons of parental age, ranging from 40 to 60, rather than of the grandfatherly period that runs from sixty.

It is asked that the age of all Justices appointed to the panel should be supplied immediately after their appointment.

The circular is issued in connection with the coming appointment of new juvenile court panels for the year beginning on November 1. It points out the need for a younger outlook on juvenile delinquency on the part of those who are called on to deal with young offenders in larger numbers every year.

Justices are asked to exercise a stricter interpretation of the terms of the Statute which refer to "justices specially qualified" for dealing with juvenile cases, and to select persons of parental age rather than grandfathers and grandmothers.

"LOSE SYMPATHY"

"Apart," it is stated, "from the obvious advantage attaching to quickness of hearing and of sight in a justice, there is the fact that as time goes on men and women justices are apt to lose the freshness of mind and sympathy and the up-to-date knowledge of social conditions which are of extreme importance for successful work in the juvenile courts. Where it is a choice of two otherwise equally good candidates for the panel, good, or indeed everything, is to be said for selecting the younger of the two."

"Justices who are taking a lively interest in the work of the juvenile courts and who recognise that in the nature of things they cannot look forward to many more years of useful service may perhaps think it right to bring to the notice of those responsible for the appointment of justices the names of younger men or women in the district who are likely to develop into good justices for dealing with juvenile cases."

DIARY OF LOCAL EVENTS

TUESDAY, OCTOBER 13.

Anniversaries and Holidays.—St. Edward the Confessor.

Cinemas.
King's:—"Things To Come."
Queen's:—"Mr. Deeds Goes to Town."
Oriental:—"The Trail of the Lonesome Pine."
World:—"Chinese Picture."
Alhambra:—"Guard That Girl."
Majestic:—"The Melody Lingers On."
Star:—"Boulder Dam."

Miscellaneous.—Rotary Dinner, Hong Kong Hotel, St. Andrew's Mothers' Union Working Party for the Rotary Fair, 3.00 p.m.
Religious.—Hong Kong Singers, "King Olaf" (Elgar) Union Church, Kennedy Road, 5.30 p.m.
Social.—Whist and Mah Jong Drive (Police Branch, M.C.L.), at Police Club, 3.00 p.m.; Cheong Club Whist Drive, 9.00 p.m.

Sports.
Billiards.—Steel Coulson's League, P.O. Mess v. Dockyard R.C.; R.E. Mess v. R.A. Mess; Catholic Union v. R.V. Families.
Tennis.—Hong Kong v. Shanghai Country Club (Chinese R.C.), 3.30 p.m.
Moon.—VIII Moon, 28th Day.
Sunrise.—6.19 a.m. Sunset.—6.01 p.m.
Tides.—High at 8.07 and 20.38; Low at 1.45 and 13.56.

WEDNESDAY, OCTOBER 14.

Anniversaries and Holidays.—St. Callistus.

Cinemas.
King's:—"The Amateur Gentleman."
Queen's:—"Mr. Deeds Goes to Town."
Oriental:—"Fang and Claw."
World:—"Chinese Picture."
Alhambra:—"Guard That Girl."
Majestic:—"The Melody Lingers On."
Star:—"Boulder Dam."

Dances.—Cheong Club Dance, 8 p.m.
Meetings.—Annual of Hong Kong Women's International Club, at Gloucester Hotel Building, 5.30 p.m.; Hong Kong Aquarium Society, in Miss O'Keefe's Dancing Academy, Bank of East Asia Building, 8.30 p.m.; Kowloon Union Church Women's Guild, 10 a.m.; Kowloon Fong Anglican Church Committee, 6.00 p.m.

Miscellaneous.—Lady Caldecott meets Members of St. John Ambulance Brigade Nursing Division, at Headquarters, 4.30 p.m.
Rehearsals.—Final, H. K. Singers, "King Olaf" (Elgar), China Fleet Club, 5.15 p.m.
Social.—Kowloon Union Church Mah Jong Drive, 3.00 p.m.; Whist Drive, Sailors' Home and Seamen's Institute, 9.00 p.m.; Whist Drive and Tombola at Garrison Benevolent Mess, Queen's Road, Central, 8.30 p.m.

Sports.
Badminton.—Exhibition by Shanghai and Hong Kong players at Club de Recreio, 8.45 p.m.
Shooting.—Hong Kong Rifle Association Spoon and Practice shoot (Army Range, Kowloon City), 2.00 p.m.
Yachting.—Sweepstake Races.
Moon.—VIII Moon, 29th Day.
Sunrise.—6.19 a.m. Sunset.—6.00 p.m.
Tides.—High at 8.51 and 20.56; Low at 2.20 and 14.20.

PRECAUTIONS AGAINST ROAD ACCIDENTS

The London County Council, says the "New Statesman," has launched a campaign for securing additional precautions against road accidents to school children in the metropolitan area. In certain parts of inner London these accidents have risen alarmingly of late. Holborn, the most perilous area, has a record of over twelve accidents last year, for every thousand children, and Westminster and Finsbury are not far behind. The accidents include a large number to child cyclists; and it is urged that all cyclists of school age should carry on their cycles a special badge—perhaps the familiar "L"—in order to induce motorists to take greater care. This, however, constitutes only a small part of the problem.

Another, which is seldom stressed, is the hardship inflicted on mothers in London and other towns who, not daring to send their children to school unattended, are being compelled to take and fetch them to and from school, though they are already overburdened with domestic duties. Another aspect of the matter is, of course, that the streets, traditionally the playgrounds of the poorer children, are becoming more and more unsafe, and that the children have in most cases nowhere else to play. It is impossible to check the growth of traffic on the roads; but the provision of far more playground space, and the closing of more streets to general motor traffic, are major issues demanding prompt attention from the Government and the local authorities alike.

WINDMILL
AIR-CONDITIONED THEATRE

SHOWING TO-DAY AT 2.30, 5.15, 7.15 & 9.30 P.M.
A CHALLENGE TO THE PRESENT!

H.G. WELLS
THINGS TO COME

An awe-inspiring preview of the future... the most amazing motion picture ever screened!

See!... The strange creation, even stranger in its life and love of your great grandchildren!

See!... The giant space race that shoots rockets to the moon with humans as passengers... 1001 other marvels!

An ALEXANDER KORDA Production with RAYMOND HASELEY • RALPH RICHARDSON • SIR GEORGE HANCOCK • PEARL BRITTELL • PATRICIA ELLIS • MARGARETTA SCOTT and a cast of 20,000
Directed by Wm. CAMERON MENZIES

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"PLUTO'S JUDGEMENT DAY"
A MICKEY MOUSE CARTOON IN TECHNICOLOR

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A Breathtaking Murder-mystery Presentation
The Precautions Those G-Men Took Were Insufficient To Guard That Girl

ON THE SPOT!
but one man dares
Guard That Girl

with
ROBERT ALLEN
FLORENCE RICE
Directed by Lambert Hillier
A COLUMBIA PICTURE

THURSDAY
Columbia's Most Sensational Scientific Picture
"TRAPPED BY TELEVISION"
with Lyle Talbot • Mary Astor

MAJESTIC
THEATRE
NATHAN ROAD KOWLOON TEL. 5752

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THIS SINGING EMOTIONAL DRAMA OF A GREAT LOVE WILL HOLD YOU IN IT—MAGIC SPELL!!!

HARRY M. ROSE presents
EDWARD SMALL
production
The MELODY LINGERS ON

with
Josephine HUTCHINSON
Joseph HOUSTON

THURSDAY, ONE DAY ONLY!
THE BIGGEST OF ALL "OLD FAVOURITES"
"DANCING LADY"

WITH
JOAN CRAWFORD, CLARK GABLE, FRED ASTAIRE
An M.G.M.'s Musical Super Production.

BARNARDO MEMORIAL

A bronze memorial to Dr. Barnardo, into whose homes 119,000 destitute children have been admitted, was unveiled by the Mayor of Stepney (Councillor Mrs. Helena Roberts) at Stepney Headquarters of Dr. Barnardo's Homes recently.

LORD HUTCHISON HONOURED

Major General Lord Hutchison of Minto was recently presented with the freedom of Arbroath. The freedom was in recognition of Lord Hutchison's services in the forces, his high office in the affairs of state, his Parliamentary work, and his efforts to secure for

GRACE DARLING

Scotland has just been reminded of Grace Darling, the heroine of the Longstone lighthouse episode at Ramphor, by the gift of one of her letters to Falkirk Town Council. Women have been concerned in so many thrilling events in the past half century that Grace Darling's story is seldom disturbed, and there is a hint of old lavender in the very mention of it. But in slightly less than two years' time we shall no doubt celebrate the centenary of the event which brought the girl her fame—the rescue of five persons, stranded on a rock following the wreck of the Forfarshire on September 7, 1838.

Arbroath the status of one of the large burghs of Scotland.

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DRY

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"NIGHT
MUST
FALL"Hung Hom
Stabbing
Affair Is
RecalledPRISON TERM
FOR BARBERUnder Influence
Of Liquor PleaDRUNKENNESS
AND THE LAW

The September Criminal Sessions which had to be adjourned owing to the illness of His Honour the Chief Justice, Sir Atholl MacGregor, was resumed yesterday morning when So Shing, an elderly barber, faced charges of wounding maliciously and with intent, Kwok Hung, Lee Fook, Ip Kiu and Kwok Chui-tong, all members of one family, at No. 77, Bukelev Street, on July 16, last.

Mr. E. H. Williams, Assistant Attorney General, appeared for the Crown but accused was not legally represented. The following jury were empanelled: Messrs. C. G. Anderson (foreman), H. A. Greig, A. H. Roeske, Chan Fung Woot, Chan Shiu-tsun, Hooi Yip-bing and F. P. Kennedy.

The accused was sentenced to two years' hard labour.

Addressing the prisoner Sir Atholl MacGregor said that the accused was extremely fortunate that he did not stand charged with a more serious offence. "I can't overlook what you have done," stated his Lordship. However, under the circumstances, he would take a lenient view.

DID NOT KNOW WHAT
HAPPENED

When the charge had been read out to the accused and he was asked to plead, he replied, "I was under the influence of liquor and did not know what happened."

In giving an outline of the case, Mr. Williams said that the four wounded people were all members of one family and Ip Kiu, the grandmother, was the principal tenant of the premises. Accused was a barber who rented the front portion of the flat from the woman but he was two months in arrears with his rent. The woman, however, also owed the landlord two months rent and as a result a distress warrant had been taken out and bailiffs were on the floor, keeping watch.

The old woman then decided to leave the premises and had prepared everything in connection with moving out on July 16. On the morning in question the accused was alleged to have asked Kwok Hung to remove the lamp shade and bulb as these did not belong to him (the accused). Willie Kwok was doing this, however, the accused came up from behind and attacked him with a scissor blade. Kwok ran out to the street, shouting "save life" and was pursued by the accused who stabbed him again in the arm.

WOMAN COLLAPSES

Attracted by Kwok Hung's cries, the old woman, Ip Kiu, came out to see what was the matter and she was in turn stabbed by the man. Lee Fook, who had in the meantime come out from the back of the house, was stabbed by So Shing several times in the breast and she collapsed. The accused then turned back on the old woman again and it was while the latter was trying to run away that the fourth member of the family, the child Kwok Chui-tong, was stabbed in the back, Mr. Williams adding that the child was being carried by Ip Kiu at the time.

ACCUSED DISARMED

About this time, Mr. H. A. Long passed by the place in his motor car and, attracted by the crowd, he got out and grappled with the accused, finally disarming him with the assistance of other people in the vicinity.

The accused was taken to the Police Station and the four injured people removed to the hospital where Lee Fook was detained for three weeks.

STATEMENT FROM DOCK

Following evidence by the Crown witnesses, the accused elected to make a statement from the dock. He said: "Kwok Hung was the principle tenant and I was a sub-tenant. I sub-let the place to carry on a business. When I was carrying on the business he shut off the light. My folk's wages, and my food came from this source. Most of my customers were labourers who came at night. This time he (Kwok Hung) wished to take away the light. He kicked me and I re-

ALLEGED THEFT
OF WALLETWhat Detective Saw
In Cafe

THREE MEN CHARGED

Cheung Wing, 38, unemployed, Chan Po, 46, unemployed, and Lau Tak, 51, unemployed, were charged before Mr. K. Keen at the Central Magistracy yesterday, for the larceny of a wallet containing H.K.\$305, and Chinese currency, \$3.30, at 52 Des Voeux Road Central.

Det-Sgt. T. Cashman prosecuted, while Mr. C. Y. Kwan appeared for the defendants.

Det-Sgt. Cashman said that the three defendants were watched by a detective who followed them into the On Lok Yuen Cafe. The third defendant left them there. The detective observed the movements of the remaining two men. On entering the first defendant hung his coat on the wall next to the complaint. Chan Chi-nain, managing director of S.C. Coy and Co. 5 Ma Tau Wai Road.

After a while the defendant was seen to put his hand into the complainant's pocket and take something out, and putting his coat over his arm he started to move away. The detective stopped him, and taking him back to the complainant found that the latter had lost his wallet. The defendant was arrested and brought to the station.

On information received the second and third defendants were arrested just as they were attempting to board a Mong Kok ferry launch.

The case was remanded until Thursday afternoon. The third defendant was allowed bail of \$500.

FALSE
PRETENCESGoods Obtained From
Dairy FarmFILIPINO SENT
TO PRISON

For obtaining goods by false pretences, Raymond Filler alias "Kid" Raymond was sentenced to two months' hard labour by Mr. E. Himsforth at the Kowloon Magistracy yesterday.

Det-Sgt. J. S. Riddell said that on September 22 the defendant purchased food valued at \$3.64 from the branch store of the Dairy Farm Ice and Cold Storage Company at 188, Prince Edward Road.

Defendant tendered foreign money to the manager for what he had purchased, but it was not accepted.

He then told the manager that he had an account with the firm, and gave the name of Mr. R. Abraham, of 8, Torres Terrace.

On October 1 Mr. Abraham refused to acknowledge the bill for the purchase when it was presented to him.

Defendant returned to the store on October 3 to buy cheese, and he was detained, and later arrested. Det-Sgt. Riddell said that defendant was one of a band of "scallywags" doing a great amount of mischief in Kowloon.

turned the blow. We then fought, and several of his people came to assist him against me. I was under the influence of liquor so I chased them.

His Lordship in summing up reminded the jury that the only mention of liquor was made by one witness—a folt of the barber who stated that five cents worth of wine was consumed with the 11 o'clock meal. This amount consisted of only a few teaspoons full. One and all of the witnesses stated emphatically that accused was not under the influence of drink, nor could it be detected by smell.

VIRULENT WINE!

Accused while pleading that he was drunk, had not elected to say the amount he had taken, where it was consumed, or with whom and when. If indeed he was drunk, then the wine he had consumed must have been very virulent.

Drunkenness, in law, was no excuse for crime. There were certain limits, and drunkenness if anything may help to lessen the gravity of the crime.

If it could be proved that a person was so incapacitated as to be unaware of his actions, then that person, if charged with malicious wounding, would still be guilty of wounding without the intent.

AMERICAN
SEAMEN
BOUND OVERCafe Incident
Sequel

Rudolph A. Fimmell, marine, and Kenneth L. Tyron, fireman, both of the U.S.S. Gold Star appeared on remand before Mr. K. Keen at the Central Magistracy yesterday charged with assaulting Ho Sui-lam, accountant of the Tung Yuen Cafe, No. 55 Des Voeux Road Central, at about 2.30 p.m. on Friday.

Sub-Inspector W. Armit prosecuted and Lt. N. G. Lidstone, U.S.N., was also present in court.

Chan Wai-nam, manager, said that the defendants asked for wine and not for coffee.

The first defendant deposed that they had had a few drinks before they entered the cafe, but the effect would have worn off as they had taken a ride up to the Peak and stayed there for about three hours.

They went to the cafe and asked for coffee, there was slight confusion regarding the order which was not allowed, and the accountant came from behind the counter. Fimmell turned to see what he was going to do, and Tyron grabbed hold of witness's arm. Accidentally the other arm swung round and struck the complainant in the chest. This was followed by a commotion and articles were thrown about the room.

Fimmell added that during the fight a chopper was hurled. It missed them and struck some glass.

His Worship said that there was too much contradiction in the complainant's evidence, as to the order of the food and condition of the defendants, and that it might be possible that the crockery was damaged by the complainant himself or the other people in the fight.

Both defendants were bound over to keep peace for a year.

ALLEGED STORE
BREAKING

Wong Kam-pul, 28, unemployed, of no fixed abode, was charged yesterday at the Kowloon Magistracy for theft.

On September 21 he broke into the Sui Heung Yuen store, 57, Nelson Street, and stole four sewing machines, 70 packets of needles and five thread guides belonging to Tze Chu-leung, of 2, On Wo Lane, third floor.

The defendant was remanded to-morrow.



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INDIAN CONSTABLE ON TRIAL FOR MURDER

Shooting Incident At Police Station

ACCUSED PLEADS "GUILTY" AT THE SESSIONS

The events leading to the tragic death of Sahib Singh, P.C. B695, of the Hong Kong Police Force, at the Central Police Station Barracks, second floor, recently, was related by Mr. E. H. Williams, Assistant Attorney General before the Chief Justice, Sir Atholl MacGregor at the Criminal Sessions yesterday afternoon, when Bhag Singh, P.C. B30 stood trial on the capital charge.

In his opening address to the jury, which occupied nearly two hours, Mr. Williams gave a comprehensive summary of the facts and dealt with the different aspects of the law on drunkenness.

The accused wore a black turban and pleaded "guilty." In reply to His Lordship, Mr. Tam, counsel for the defence agreed his (Mr. Tam's) instructions were to enter a plea of "not guilty."

The following jury were empanelled: Mr. Cyril Jackson (foreman), Messrs. W. G. Richards, W. Sharp, F. H. Lopes, P. A. Yvanovitch, Chnn Fung-tin, and Wong Shun-tak. Mr. E. H. Williams, Assistant Attorney General was for the Crown, whilst Mr. W. N. Thomas Tam was for the defence.

CONSCIENTIOUS OBJECTION

His Lordship addressing the jury said: "Gentlemen, before I ask the usher to swear you in I must warn you that it has been my practise in the past in all cases that come before this Court that may involve the death sentence and its ultimate carrying out to ascertain if there is any one of your number who feels a real conscientious objection to the carrying out of the death sentence. I want you to say so now so that I may consider your exemption from further service on the jury. You appreciate, I know all of you, that your duty is to listen to the evidence and to find the prisoner guilty or not guilty, according to that evidence and nothing else. If you think that there is a conscientious objection in your heart of hearts that you will be impeded in doing that duty because you have at the back of your minds that a verdict of guilty may mean carrying out the death sentence then please let me know at once."

There being no conscientious objector the jury were duly sworn in. Prisoner pleaded guilty to the charge.

His Lordship: Mr. Tam, I take it that your instructions are to enter a plea of not guilty.

Mr. Tam: That is so your Lordship.

WHO'S WHO

BHAG SINGH, constable of the Hong Kong Police Force, is charged with the murder of **SAHIB SINGH**, a fellow constable, at the Central Police Station barracks on July 16, 1936.

Counsel are as follows:—
Crown: Mr. E. H. Williams, Assistant Attorney General.
Defence: Mr. W. N. Thomas Tam, instructed by Mr. W. M. Brown, of Hastings and Co.

The case is heard before the Chief Justice, Sir Atholl MacGregor, K.C.

Opening the Crown case, Mr. Williams said that deceased joined the Police Force in 1927. At the time of his death, he was a second class constable. Transferred from Sheungshui he had been at the Central Police Station since May, 1936. He was of a mild disposition, and there was no evidence of there having been any quarrel between himself and the accused.

The accused joined the Force in 1923. He was a second class constable and had been stationed at Central since May 1936.

Both deceased and the accused occupied the same room, at the end of which were the rifle racks. The personal belongings and rifle ammunition of each man was kept in separate boxes. Each constable is issued with ten rounds of ammunition, which are kept locked in their boxes.

ALCOHOL INTRUDES

On July 26, the accused went on duty at 8 a.m. and when he returned at 12.15 p.m. he appeared quite normal. He went to his room where another constable was resting, and asked him to go to the Sikh Temple and get some pudding. It was the custom of the priests to distribute pudding on Sunday. As the priest put the pudding in his bowl he smelt liquor and upbraided the accused for going to the Temple after having taken drink.

About 12.35 p.m. after his return to the room an incident oc-

curred which may or may not have had a bearing on the crime. A constable, lying on his bed told the accused to shut up and let him sleep. Accused replied that he would not disturb him.

A quarrel ensued but was ended by B.579.

From that time to nearly 5 p.m. the movements of the accused were unknown. About 4.25 four Indians commenced to play a game of cards, while four others started a dice game.

About 4.45 p.m. B.586 met the accused and had conversation with him. The talk was perfectly rational and B.586 would say that though the accused smelt of drink, his walk was steady and he was not drunk.

Two members of the card party saw the accused walking along with B.26 and they were quarrelling.

The firing occurred about 5.10 p.m. and from evidence it was most probable that accused went to his room took out his ten rounds of ammunition and inserted them into his rifle.

About 5.10 a shot rang out; the members of the card and dice parties looked in the direction of the shot and saw accused standing in the doorway of his room with his rifle at the "standing load" position facing the card party.

Before they could realize what had happened, he had worked the bolt again and fired a second shot scattering some of the plaster from the verandah wall on the dice party.

FLIGHT FOR SAFETY

The eight men ran along the verandah, and as they ran they heard two more shots being fired. B.695 was among the card party and was the last to leave his position. He received a bullet wound, the bullet entering the left side of the neck and after a slight downward course came out at the back of the right shoulder.

Four or five shots had been fired and B.255 who was lying asleep in his room, that adjoining that of the accused, was awakened. He got up and saw the accused standing in the door between the two rooms. Accused at that time was shouting something asking whether his maternal uncle was in the room.

ACCUSED CAUGHT

B.255 grasped him from behind and caught hold of the rifle in such a manner as to prevent accused using the bolt. He dragged accused to the verandah and pushed him in the direction of the dining room. Accused asked B.255 to release his hold on the rifle.

They met Sergeant Cashman who caught the rifle and wrenched it from the grasp of the accused, who was obviously unwilling to part with it.

Sergeants Roberts and Guild came on the scene and assisted in taking the accused to the charge room. Accused was unsteady on his feet and had to be helped. Sergt. Cashman remained on the verandah and going to the spot where the struggle had taken place found four empty cases and one live cartridge.

B.695 was sent to hospital but died on the way. A post mortem examination revealed that the cause of death was due to haemorrhage and shock.

Dr. R. S. Begbie Assistant Government Bacteriologist examined the accused and found signs of pronounced alcoholic intoxication.

CROWN'S SUBMISSIONS

The Crown case was that the accused fired the fatal shot. It was possible he may have intended to kill B.771 who was sitting opposite to the deceased and had quarrelled with him that day. Possibly he did not intend to kill any particular individual but was annoyed by the some trivial incident and fired regardless of whom he hit, but with

TYPHOON TRAGEDY INQUEST

Matched Collapse At Stanley

MISADVENTURE VERDICT

An inquest into the death of Ng Kuern 23, who died of suffocation at the new Gaol Hospital site, Stanley, on August 17, was held before Mr. W. Schofield at the Central Magistracy yesterday afternoon.

The jury was composed of Mr. C. V. Marques (foreman), Mr. Leung Cheung and Mr. Liang Chiao.

Sergeant W. Dill was present for the police.

Dr. R. S. Begbie, in charge of Victoria Mortuary, stated that he examined the body and that death was caused by suffocation.

At this stage, Mr. F. H. Donald, who was one of the jurors, was fined \$10 for being late.

THREE MATCHES

Lam Wal, foreman of the Tung Shan building contractor, said that on August 17 they were working on a job at the Gaol Hospital. There were about 190 men employed. Three matchsheds were erected in a row on the west side of the site, about 60 feet apart. The nearest shed to the gaol wall was about 200 to 300 feet away, and was two storeys in height. Each shed accommodated about 40 coolies who occupied the ground floor.

The sheds were built by the Tung On contractors. On the morning of August 17 witness was in his matchshed, where he stayed until about 3 a.m. The roof fell in and he ran to the garage, where he met a number of other men who said that the sheds had collapsed. On enquires, he was informed that some men might possibly be hurt. Hurrying to the shed, he saw two men squatting inside the shed which was on the west side. He asked them if anyone was hurt and they replied that there might be someone on the other side. He heard a person scream from the inside, and on entering found a man crushed to death.

He called for assistance, and then reported the matter to the police station at Stanley. A telephone call for an ambulance proved fruitless as the wires were out of order.

RESCUE WORK

Police arrived on the scene and they managed to save three men, and located three others dead.

Fan Lau, foreman of Lung Lay building contractors, said that on the morning of August 17, he was in the big shed preparing the accounts. Before they could go to sleep the typhoon had begun and work was stopped. About 2.30 a.m. the shed collapsed with about 80 men inside on both floors. The men managed to escape but he remained.

Witness knew all the dead men, Fan Hok, Leung Cheung and Ng Kuern. The last named was kneeling next to a stool with his head hanging on a nail and a piece pressing on him.

Another witness, Kwan Chan, bricklayer, said that he was awakened by the typhoon about midnight. About 2 a.m. the shed collapsed, and he escaped through the roof and went to the garage where he remained until the police came.

On Yun Chung, manager of the Tung On matchsheds contractors, stated that the wrecked matchsheds were erected in May last year. There was a small wall on the north side of the sheds and a nullah on the west side. On all sides of the sheds were built typhoon supports driven about two feet in the ground. This construction would enable the sheds to stand a considerable wind force, but as the typhoon was of great strength and lasted for a long time the poles would be of no use.

Sergt. Dill gave evidence of the rescue work.

Following a brief summing up by the Coroner, the jury returned a verdict of death by misadventure.

The intent to kill. The accused may have taken a considerable amount of alcohol but the Crown's case was that he was perfectly capable, when he fired, of forming the intent to kill through his judgment may have become distorted and his feeling inflamed by the amount of drink taken.

Following evidence by a number of the witnesses for the Crown, the trial was adjourned till this morning.

GARRISON SCHOOL

Successful Year Reported

ANNUAL PRIZE GIVING

A successful year's working in spite of difficulties, was reported by Mrs. Divers, Headmistress of the Hong Kong Garrison Infant School yesterday at the annual prizegiving of the school, held at Garden Road.

Owing to the absence of Mrs. A. W. Bartholomew, Mrs. H. G. Seth-Smith wife of Brigadier H. G. Seth-Smith distributed the prizes, at the conclusion of which, she was presented with a beautiful bouquet of flowers.

Among those present were Mrs. Seth-Smith; Lt. Colonel R. N. Rodwell, Officer Commanding of the School; Major H. Joseph, Education Officer; Captain Denning, R.A.M.C. Medical Officer; the Rev. G. H. Bateman, Senior Chaplain to the Forces; the Rev. and Mrs. K. Mackenzie Dow.

An excellent programme was rendered by the school children which opened with the singing of various nursery rhymes by Classes I and II. This was followed by excellent recitation of R. L. Stevenson's "My Shadow," given by the Misses J. Wykes, K. Kingston, M. Arnold and Master J. Easton.

The story of "Sleeping Beauty" was then acted by Standard I to choral accompaniment by Class III.

ANNUAL REPORT

Mrs. Divers, Headmistress, in reading the annual report, said:—"We are very glad to welcome Mrs. Seth-Smith to-day and thank her for coming to make the little ones so happy. We are sorry that Mrs. Bartholomew was unable to come. In all Army Schools, the annual report records changes of one kind and another, but nowhere have I found the changes so sweeping as here. Early in the year, the regiment moves to Kowloon and there is an exodus of R.A. and Staff people who have completed their tour, that we find ourselves with practically a new set of pupils each January. This year 75% were new-comers and I need hardly explain the difficulties that follow, both for the child and teacher. We had hardly become acquainted when an epidemic of whooping cough deprived us of half the children and it was thanks to our doctor, Captain Denning, who took such prompt measures of isolation, that the trouble spread no further. After Easter we found ourselves almost complete again and enjoyed a full, successful term. I am happy to say that the backward ones who escaped the epidemic made a very marked progress and passed through two classes in seven months.

"We were fortunate in having no changes of staff till the very end of last term, when we were very sorry to have to say a hasty farewell to Mrs. Malone. We are pleased to hear that her son, Pat, is already benefitting by his return to England. I very much regret that we will be losing Mrs. Skinner at the end of this term as a mistress is being posted out from Home. I take this opportunity of thanking her for splendid work with the Babies and for her help and co-operation in times of difficulty. We are very grateful to Mrs. Watt for coming to our aid for the short time a vacancy occurred.

IMPROVED SURROUNDINGS

"On behalf of the children and Staff, I wish to express thanks to all those concerned in providing us with a light, clean, airy school this term. In such improved surroundings work is easier and much more pleasant. We would thank our Officer Commanding, Colonel Rodwell, for his help and interest in the school and Major Joseph, our Education Officer, who visits us so frequently and keeps in close touch with all matters. Also the Rev. Mackenzie Dow and our doctor, Captain Denning, for their help and advice.

"In conclusion, I wish to thank all parents for their co-operation and particularly for their response to our monetary appeals in Advent and Lent. We like to feel that our children who receive so much at Christmas and Easter can give of their own for the poor children of the Colony.

"We are very sorry indeed that Mrs. Rodwell is not with us to-day especially as ill-health is the cause of her absence. On behalf of the children, I ask Colonel Rodwell to accept this basket of flowers for her and tell her that we hope she will soon be quite well again."

INVESTITURE CEREMONY

Colonial Treasurer Recipient

His Excellency the Governor, Sir Andrew Caldecott, will hold a small investiture at Government House on Thursday, October 22, at 11.45 a.m.

His Excellency will bestow on the Hon. Mr. Edwin Taylor, Colonial Treasurer, the insignia of the Companionship of the Most Distinguished Order of St. Michael and St. George, conferred on him on the birthday of His Majesty the King on June 23 last.

DISTINGUISHED CAREER

The Hon. Mr. Taylor, was born on November 10, 1881, and was appointed a clerk in the Colonial Office in January, 1901. In 1930 he was appointed Deputy Treasurer, Hong Kong, and arrived in the Colony on July 3 of that year. He was appointed Colonial Treasurer on June 28, 1931.

Speaking at the Budget Debate meeting last week, His Excellency the Governor, Sir Andrew Caldecott, said:—

"I take this opportunity of publicly congratulating the Colonial Treasurer on the manner in which he has resisted every proposal for avoidable expenditure and pressed every suggestion for savings and economy. I am happy to think that the recognition of his distinguished Colonial Services by His Majesty the King came at a time when Mr. Taylor must have felt that he was up against a particularly thankless and unpalatable job."

ART EXHIBITION

The Hong Kong Working Artists' Guild are holding their second exhibition of paintings by Mr. Luis Chan at the Gloucester Hotel from Tuesday, October 27 until Thursday, October 29, from 10 a.m. to 7 p.m. daily. Lady Caldecott, the wife of H.E. the Governor, has kindly consented to open the exhibition on Tuesday, October 27, at 11 a.m.

HEROIN PILLS

The hearing of the case in which seven Chinese, six women and a man, were charged with possession of heroin pills and making the drug at 99c Leighton Hill Road, was concluded before Mr. K. Keen, at the Central Magistracy yesterday afternoon when two of the accused were committed for trial.

For the defence, Mr. M. A. da Silva submitted that there was no case against the third and seventh defendants.

Mr. M. J. Abbott, Assistant Crown Solicitor prosecuted.

MAH JONGG DRIVE

The Women's Section Mah Jongg and Bridge Drive was held yesterday at the European Y.M.C.A. Tea was served at the conclusion of the meeting.

These meetings are held every second Monday of each month at 3 p.m.

FAR EAST HEALTH

The Health Bulletin of Eastern Ports for the week ending October 3, states:—Cholera: Calcutta 13 cases, Madras 1; Small-Pox: Calcutta 2 cases, Rangoon 2, Vizagapatnam 1, Pnom-Penh 4, Osaka 2.

A display of the children's handwork was shown in the classrooms.

PRIZE LIST

The following is the list of prize-winners:

Standard IA: Hazel Bridges (First Prize); Jean Wykes (Second Prize); Kathleen Morrison (Progress Prize).
Standard IB: Margaret Arnold (First Prize); John Easton (Second Prize); James Rodgers (Progress Prize); Patricia Ward (Progress).
Class III: Hilda Bland (First Prize); Alexander MacCormac (Second Prize); Elizabeth Hynds (Progress); Albert Dornay (Progress).

Class II: Neva Green (First Prize); John Skinner (Good All-round work).
Class I: Rosalie Duckitt (First Prize); Peter Miller (Second Prize); David Sanderson (Handwork); Joan Harrington, Ian Lawrence and Denise Baskerville (Babies).

Special Prizes: Ida Hanna (Scripture); Vivian Proon (Excellent work and progress).

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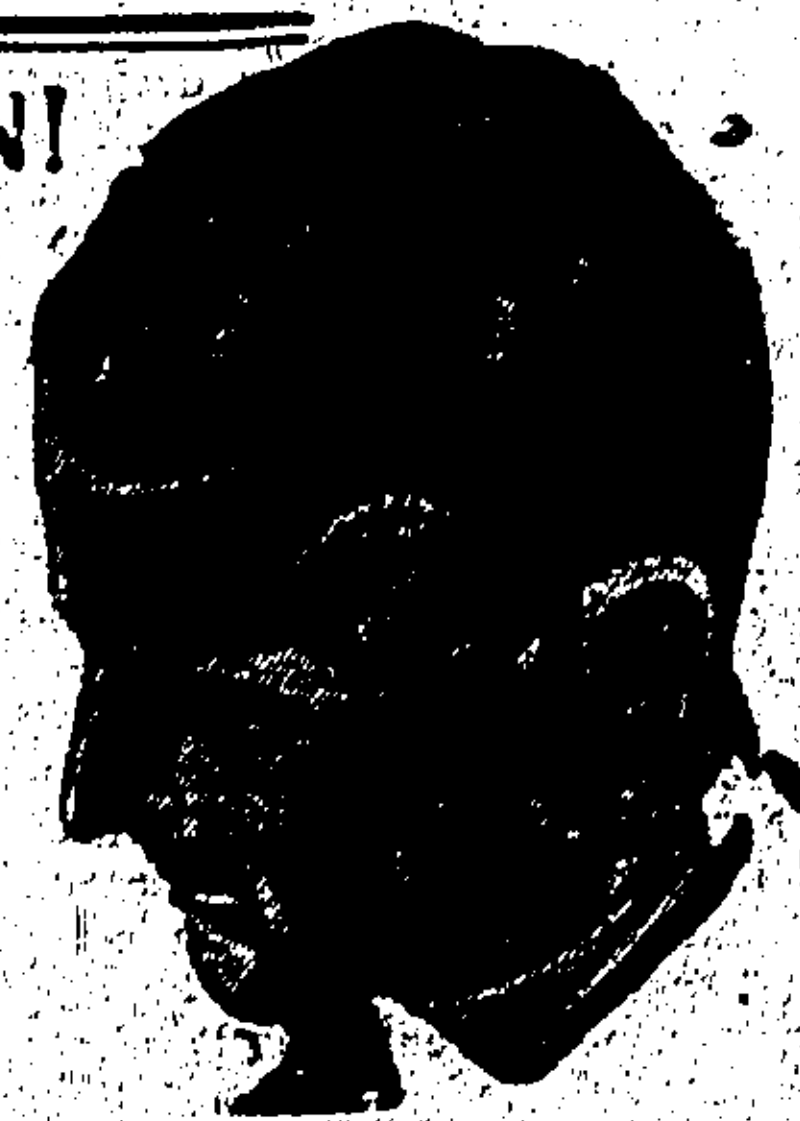
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ADVERTISEMENTS.

HONG KONG EVENING INSTITUTE

The Institute will be re-opened on Monday, 19th October, 1936.

Entry Forms and copies of Prospectus may be obtained at the Education Department or at the Central British School.

T. R. ROWELL,
Director.

4743

THE HONG KONG JOCKEY CLUB

Draft Programmes and Entry Forms for the Ninth Extra Race Meeting to be held on Saturday, 24th October, 1936 (weather permitting) may be obtained at the Secretary's Office, Exchange Building, the Club House, Happy Valley; the Hong Kong Club; the Sports Club; and the Stables, Shan Kwong Road.

Entries close at 12 o'clock NOON on Thursday, 15th October, 1936.

By Order,

S. A. SLEAP,
Actg. Secretary.

4744

CONSCIENCE MONEY RECORD

"Conscience money" record has been broken by Y. Z., who has returned £10,000, the largest sum of "conscience money" ever received by the Treasury.

No one may ever know who Y. Z. is. The only public announcement appeared in the "agony" column of a London newspaper recently. It ran: "The Board of Inland Revenue acknowledge receipt of £10,000 as conscience money from Y. Z."

"Conscience money" is constantly being received. No reference may be made to it in his Budget, but the Chancellor of the Exchequer often acknowledges payments through the newspaper columns.

It was during the financial crisis of 1931 that the Chancellor received the previous largest amount ever paid to the Treasury at one time—£8,575. It was sent in respect of unpaid income tax and super tax.

REMARKABLE CRATER LAKE

"Unbelievable Blueness" Of The Water

In the Cascade Mountains, Oregon, is the remarkable Crater Lake, says "Nature." It is about six miles long by four miles wide, and lies within a volcanic crater, the cliffs of which are 500-2000 feet high. Its depth in places is nearly 2000 feet. It has no visible outlet, yet its water is fresh and is said never to freeze, although the surface is about 6000 feet above sea level. It was discovered by white men in 1853, and was called the Deep Blue Lake. Seen from the rim of the crater, the water shades from turquoise blue along the shallow borders to darkest prussian blue in the deeper parts. From a boat the colour deepens to dark indigo. Cloud shadows and wind furrows produce great variety in the appearance of the surface but the main sensation produced in the eye of the observer is one of "unbelievable blueness."

Dr. Edison Pettit, working on behalf of the National Academy of Sciences and the National Park Service, has recently completed a study of the reason for this extraordinary depth of blue ("News Service Bulletin" (school edition); Carnegie Institution of Washington, 4 No. 4). He finds that the water has no special colour of its own, but that it is exceptionally free from suspended matter; such scattering of light as occurs in its depths is mainly from the water molecules, and is therefore deep blue. The degree of clarity is almost that of specially prepared dust-free water. The scattered light from dust-free water is blue at all angles; that from Crater Lake water is white only for a comparatively narrow forward angle, and at all other angles is blue.

BIRTHS

GOW.—At Tsingtao, North China, on September 23, 1936, to Commander and Mrs. I. A. Gow, a daughter. (Both well).

HUTTON.—On October 7, 1936, at the Country Hospital, Shanghai, to Mr. and Mrs. Leslie W. Hutton, a daughter.

DEATH

SWEENEY.—On October 8, 1936, at the Country Hospital, Shanghai, Benjamin Patten Sweeney, aged 56 years, the dearly beloved husband of Mrs. Grace B. Sweeney.

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The Daily Press

HONG KONG, OCTOBER 13, 1936.

DRESS REFORM

In Saturday's "Daily Press" we published certain critical comments by Judge Cooper on the subject of dress, particular attention being paid by this genial and shrewd traveller from America to the slavish manner in which the mere male follows the dictates of convention.

Many have doubtless read what this distinguished visitor has said on the subject with a good deal of approval. But we have been doing the same sort of thing for many years when advice of a similar kind has been given.

"Don't be a slave to convention! Wear comfortable, cool and colourful clothes!" And we mostly applaud. But we are pretty certain in our own minds that nothing much will come of it.

Why is that? Why is it that the idea of "dress reform" for men has such an oddly unreal, such a definitely "cranky" air about it, even though many who sympathise with it are far from being cranks?

It is true that discussions of "dress reform" for women also have a certain unreality. But, then, feminine "dress reform" is proceeding actively, even violently, all the time.

We may not feel quite certain that all the "reforms" which fashion imposes on the feminine world are invariably improvements, but they come and go so quickly than in 20 years or so of adult life a woman may count on having seen, or worn almost every conceivable style of frock or costume which civilised ingenuity has ever been able to conceive. Whereas at the end of 20 years the average man may have changed the shape of his collar and the cut of his waistcoat, but little more.

Yet, after all, masculine costume, like the earth, does move.

In this generation man, with his tennis shirts, plus fours, shorts, and sporting regalia of various sorts in addition to more formal clothes of various kinds, has now a freedom and a choice in dress which his predecessors of 30 or 40 years ago might well have envied. Colour, too, does break in to modify the Victorian tradition of drabness—though where are the fancy waistcoats of yesterday?

Perhaps we are on the eve of a revolution which will restore to man all the colours and delicate fabrics beloved of his eighteenth-century ancestors—with the choice of greater solidity and comfort for working occasions thrown in.

LURE OF THE FLYING SHUTTLE

Badminton Season Begins

A GAME FOR YOUNG AND OLD

(BY LEONARD INKSTER)

We are now at the beginning of another season of "the lure of the flying shuttle." Badminton, when played by experts, is one of the most strenuous and one of the prettiest games in existence. Dazzling in its speed, almost incredible in the delicacy and accuracy of some of its shots, it is a game which, when played, says, at the Horticultural Hall in March, when the All-England championships take place, can hold spectators spell-bound.

Depending so much on speed and endurance, played indoors with very few breathers possible, compared even with those in lawn tennis, it is not surprising that it is, at any rate in higher-class Singles, "a very young man's game." Yet Sir George Thomas was winning championships long after 40. This Chess Master used to play Chess against his opponent in court! Few who were privileged to watch them will forget the great duels between him and the Irishman Devlin who at the height of his fame, went to Canada as professional coach.

A LATE STARTER

He was followed by the Welsh genius, W. B. Jones, who had risen to almost the supreme heights in spite of a comparatively late start and an apparently moderate physique. I remember his first appearance at the All-England when playing in handicaps, he was utterly unable to time the flight of the shuttle in the difficult half, even missing it completely five or six times. He went on to become a master.

I remember a game when Mrs. Traget, playing at the back of the court with Mrs. Hogarth (greatest of all net players) at the net gave an exhibition of such brilliancy that she tied up and engineered the defeat of a hard-hitting pair of International class, playing the orthodox women's side by side game—and this many years after she won her first championship. I have seen that majestic Irish pair, Devlin and Mack, make the best of England pair look a class their inferior. I remember Hawthorn, almost a veteran, almost a stationary giant, shooting out a long arm and playing uncanny drop-shots with his velvety touch. I remember... But time wins in the end. This is the day of the Nichols Brothers, White, Hume, Miss Kingsbury, the woman champion, was unknown a few years ago.

There are several reasons for the immense spread of the game since the War. To mention a few, it is a game which ensures vigorous exercise during the winter months whatever the weather. It is a social game, bringing men and women together. It is very cheap, at any rate till you become sufficiently advanced to know good shuttles from bad. (You may see as many as 12 tried shuttles used in a championship match, perhaps more; but a club of beginners might not use that number in three or four evenings).

ALL OVER ENGLAND

And, though there are perhaps no more really first-class courts than there are squash courts, it happens that all over London, and indeed, all over England, there are church halls which are round about the right size for Badminton courts. These the church is very glad to hire out for a moderate rent. But, perhaps above all, Badminton is very well organized.

There are not only numerous tournaments, but also a number of "Leagues," run on the promotion system, with home and away matches, of which quite humble clubs can become members. Mr. Hickson, Secretary of the Association after the War, was followed by Mr. Mercer, both members of the Alexandra Palace Club, a club which rose to the position of eminence held once by the Loran, then by the Crystal Palace. But a word must be said for Mr. P. R. O. a former champion, whose "child" was the London League.

ALL KINDS AND CONDITIONS

The number of classes in Badminton is perhaps even greater than that in lawn tennis. A man who seems a genius to his club members can be made almost helpless by a star player of even second magnitude. The very shots with which he "weaves rings"

JESUS OR BUDDHA?

HISTORICAL SURVEY

Doubt As To Origin

CHINA AND CHRISTIANITY

By TSE TSAN TAI

The introduction of Buddhism into China from India by Buddhist missionaries took place in A.D. 65, about the same time that St. Paul was preaching and moving westward from Antioch to Rome (A.D. 48 to A.D. 63).

Buddhism as founded by "Buddha" (meaning the "awakened"), has existed for about 2,400 years.

In India, the land of its birth, it has now little hold except among the Nepalese, and some other northern tribes; but it bears full sway in Ceylon, Indo-China, Tibet (where it assumes the form of Lamaism), Mongolia, Central Asia, China, and Japan.

Oriental scholars now generally concur in fixing the date of its origin sometime in the 5th Century B.C., and in making it spring up in the North of India.

According to the Buddhist books, the founder of the religion was an Indian prince of the name of Siddhartha, son of Suddhodana, King of Kapilavastu which is placed somewhere on the confines of Oudh and Nepal. He is often called Sakya or Sakya-muni and also Gautama.

Legendary history states that Prince Siddhartha was married to a lovely and charming princess by his father the King, who virtually kept him a prisoner in the palace.

After twelve years of blissful married life, and when thirty years old, he fled from the Palace to live a life of austerity, and begin the life of a religious mendicant.

During the forty years that "Buddha" continued to preach his strange doctrine, he appears to have traversed a great part of Northern India, and everywhere making numerous converts.

He died at Kusinara in Oudh at the age of eighty, and his body being burned, the relics were distributed among a number of contending claimants.

According to Chinese historians, it is recorded that in A.D. 62, the Emperor Ming Ti of the Han dynasty had a strange vision. He dreamt one night that a "divine being" clothed in golden raiment and with a blaze of white light crowning his head, had appeared to him.

On awakening he enquired of his courtiers who this "divine being" might be, and a certain Buddhist courtier, who heard the story remarked as follows: "In the West there exists a divinity, whom the people call the 'Buddha.' The image is of great stature, and its face is golden. Perhaps 'Buddha' may be the 'divine being,' who appeared to your Majesty."

This observation led the Emperor to despatch a special mission to India, and after a few years' absence the mission returned to Loyang with a big image of "Buddha" borne on the backs of white horses, together with forty two Pall books, containing the Buddhist "Sutras." Two Hindu missionaries accompanied the mission back to China.

GENERAL CHIANG AT HANKOW

Hankow, Oct. 12.
General Chiang Kai-shek, who arrived on Saturday afternoon by air from Nanking accompanied by Madame Chiang, Chen Ta-chun and staff of six others, attended the graduation exercises of the Aviation Academy this morning.

round the beginner are the ones to work his downfall against a better-class player. At its best a game of unequalled aesthetic appeal, it is also a game which will give many a stout gentleman and middle-aged lady great pleasure during the next six months. For it is a very flattering game. It seems easy. So long as you keep in your own class you will be perpetually astonished at your own skill, even brilliancy.

Then go to a tournament and receive the maximum handicap in the lowest class and... learn to be humble!—"Morning Post."

On arrival they were welcomed by the Emperor and given residence in the "Hung Loo" monastery, where they at once began the study of the Chinese language and the translation of the "Sutras."

From henceforth numerous monasteries came into existence, and Buddhism began to prosper and flourish under the patronage and protection of the Emperor and his Government (A.D. 67).

Consequently, Chinese Buddhists have always looked on India as their "Holy Land," and, beginning with the 4th century, a stream of Buddhist pilgrims continued to flow from China to India during six centuries.

However, since St. Paul was preaching Christianity in Europe (A.D. 48 to A.D. 63), when the Emperor Ming Ti had his strange dream (A.D. 62), I am constrained to ask might not the "divine being" who appeared to him "clothed in golden raiment and with a blaze of white light crowning his head" have been Jesus Christ of Nazareth?

It is noteworthy that no mention is made by the Emperor Ming Ti of a "Golden Image" or an image with a "Golden Face," as described by the Buddhist courtier, the apparition being quite strange to the Emperor.

Moreover, Buddhism as a religion had already been favoured by the Emperor Wu Ti (B.C. 100), whose armies penetrated to Indo-Synthia and beyond, and if it had been "Buddha," the Emperor Ming Ti would certainly not have questioned his courtiers for an explanation.

HOPE OF THE WORLD

But, Christianity as a religion was practically unknown to the Chinese at this period, and the Buddhist courtier who interpreted the Emperor Ming Ti's dream, doubtless took advantage of the opportunity to influence the Emperor and further the cause of Buddhism in China, and hence the successful introduction of Buddhism in China, Christianity then being without a champion.

Owing to the rumours of war and the prevailing perplexity and distress among the nations of the Earth, it is hoped that the churches of China and the World will unite, and that all Christians will join in a Great World Religious Revival for reconciliation, and the peace and happiness of the world.

And, since the great "Chung Wah" Republic has heralded the birth of the "New Han" era in China, I hope the 400,000,000 of China will welcome and follow Jesus Christ, the Saviour of Mankind, and carry on the work that has been put back 1,875 years by the misinterpretation of Emperor Ming Ti's dream.

God's ways are inscrutable, and the time is now ripe and opportune for united action.

"Go ye and teach all nations."

—Matthew 28:19.

CAN'T GO TO PRISON

Anonymous Friend Pays Rate For Protester

Because an anonymous friend has paid 7d. Mr. Oswald Roney Acworth, of Chobham-lane, Chobham, Surrey, is disappointed. He cannot now go to prison, an "experience," he declared, to which he was looking forward.

Mr. Acworth, an insurance broker, was committed to prison for six days by the Working Bench for non-payment of 7d. in rates to the Bagshot Rural Council. The order was suspended for a week.

Mr. Acworth told the Court that he could afford to pay, but he was being charged for nothing, and in the next few years he would have to pay a few pounds for nothing. The 7d. was for sewerage charges, and he stated that as he did not get this service he would not pay.

Afterwards he told friends of his intention to go to prison.

CHINA DEFENCE MEASURES

Generals Discuss Matters

Canton, Oct. 12.
It is reported that on the 8th and 9th instant Generals Chen Sing, Li Tsung-jen and Pei Chung-hai were occupied discussing matters connected with national defence, and the reorganization of the military forces of Kwangsi Province.

On receipt of a telegram from Marshal Chiang Kai-shek, and after attending the grand review of troops, General Chen Sing took off for Canton at 10 a.m. on the 10th instant by the aeroplane "Northern Star," and landed at the "Tin Ho" aerodrome at noon, when he was welcomed by all the high civil and military officials.

On the 11th instant General Chen Sing and his secretaries took off for Nanking in two aeroplanes, and were escorted by two military planes of the Kwangtung Aviation Corps, all the high officials of the Canton Government attending at the aerodrome to bid farewell to him.

It is reported that on arriving at Nanchang yesterday morning General Chen Sing immediately took off for Hankow to confer with General Ho Sing-ching regarding military defence matters of the Hupeh Province.

Chinese Evening Post.

HOME RACE BETTING

Cesarewitch And Cambridgeshire

London, Oct. 12.
Buckleigh as 19 to 2 is still the favourite for the Cesarewitch to be run at Kempton next Wednesday. The following are to-day's betting prices:—

19/2 Buckleigh t. and o.
100/9 Newton Ford t. and o.
13/1 Hoplite t. and o.
100/7 Avondale o. 15/1 t.
100/6 Woodstock t. and o.
100/6 Chrysler II t. and o.
20/1 Fet t. and o.
22/1 Solar Bear t. and o.
25/1 Near Relation t. and o.
28/1 Greyham t. and o.
28/1 Jack Tar o. 33/1 t.
33/1 Rondo t. and o.
33/1 Coup de Roi t. and o.
33/1 Weather Vane o. 40/1 t.
40/1 Fonds de Caisse t. and o.
40/1 Nightcap III t. and o.
40/1 Kepton t. and o.
40/1 Fatimony o. 50/1 t.
40/1 Conspiracy o.
45/1 Chirwin t. and o.
50/1 Negrier t. and o.
50/1 Queen's Shilling t. and o.

CAMBRIDGESHIRE

The call-over for the Cambridgeshire to be run on October 28 was as follows:—

12/1 Dan Bugler t. and o.
100/7 Pegomas t. and o.
15/1 Finalist o. 100/8 t.
100/6 Harina t. and o.
18/1 Noble King t. and o.
20/1 Aldine t. and o.
25/1 Noble Turk t. and o.
33/1 Ripponer o. 33/1 t.—
Reuter.

TRISTAN DA CUNHA

WORLD'S LONELIEST ISLE

With their potato crop threatened by rats, the inhabitants of Tristan da Cunha, in the South Atlantic Ocean, find the rigours of life on their inhospitable island increased so unduly that they are forced to contemplate abandoning their settlement.

Even now they express their great reluctance to forsake the old independent, harsh way of life by seeking refuge, not in more suave surroundings but on another diminutive island of their group with the forbidding name of Inaccessible Island.

The rat menace is no new thing on Tristan da Cunha. It has long been the greatest of the numerous hardships against which the settlers have had to struggle. It has made the cultivation of wheat impossible, so that potatoes became the staple food.

The island was discovered in 1503 by the Portuguese admiral Tristao da Cunha. Attempts were made to settle it by the Dutch in 1656 and by the English East India Company at about the same time. The first permanent settler was Thomas Currie, who landed in 1810. American whalers frequently visited that part of the Atlantic in those days, and Currie was presently joined by two American

mariners, Lambert and Williams, who were drowned while fishing barely two years later. Currie was then joined by two other men, and they occupied themselves with growing vegetables, wheat, and oats.

When the British garrison was withdrawn in 1821 Corporal William Glass, with his wife and two children, and two masons, were left behind. Gradually the community grew through the addition of shipwrecked sailors, coloured women from the Cape, and a motley crew of Dutch, Italian, and Asiatic settlers. They raised cattle, sheep, and pigs, grew apples and peaches, and engaged in seal-fishing.

The members of this small community of about 100 persons have the reputation, rather surprising when one considers their very mixed antecedents, of being moral and religious, hospitable to strangers, well-mannered, and industrious. They manage their own affairs and possess no written law.

BILLY STOTT PASSES

Famous Steeplechase Jockey

London, Oct. 12.
The death has occurred of the famous steeplechase jockey, Billy Stott, suddenly from heart failure at the age of 37.

Stott was the champion steeplechase jockey in 1927-32. His mount Pelorus Jack fell at the last hurdle in the 1933 Grand National when leading in the race.

Reuter.

TERRITORIAL FATALITY SHOT

While practising with a group of Chester Territorials on the R.A.F. rifle range at Sealand, near Chester, recently, Frank Moore aged 21, Connah's-court, Handbridge, Chester, was fatally wounded.

He apparently slipped, and, falling on his rifle, received a shot in the abdomen. He died shortly after admission to Chester Infirmary.

A ship going east will get a day ahead of the sun because by the time it gets to a certain line the crew will see two sunsets where they should see only one.

DO FLATS CREATE CRIME?

What Probation Officers Have To Say

The medical officer of health for Lambeth reports that one of the chief causes of the increase in juvenile crime is living in flats instead of houses.

He is seconded in this belief by the secretary of the Association of Probation Officers.

These allegations are worth the attention of social students, and it is likely that an official inquiry will be made.

The preservation of family life in separate houses for each family is no doubt best.

It is believed that the worst conditions are to be found, not in modern blocks of flats, but in old and large houses converted into tenements.

But even in the case of the modern blocks of flats the children often have less room to play than they have in the back streets.

Reliable statistics are wanting, but if it is the fact that flat life is the cause of an increase in juvenile crime, the matter ought to be sifted and steps taken to cure the evil.

Lister discovered antiseptic treatment whereby a bone can be cut in two without any after-effect on the owner.

PALESTINE PEACE GESTURE

GEN. DILL'S ORDER TO BRITISH FORCES

Tribute To Co-operation Of The Three Services

Jerusalem, October 12.

General Dill in a special order to the British forces says that the strike and armed rebellion has been called off unconditionally by the Higher Arab Committee and that this result is almost entirely due to the energetic action of the three Services, although hampered by difficult circumstances.

The cordial co-operation of the three Services has enabled many severe blows to be inflicted upon the rebels and made possible the maintenance of all essential services.

POLICE THANKED

After thanking the police for their co-operation, the Commander-in-Chief expressed the hope that the campaign of murder and banditry will now cease.

He added, however, that for some time to come it will be necessary for all ranks to keep in readiness for instant action to support law and order.

SHOPS REOPEN

Jerusalem, Oct. 12.

The Palestine Arabs returned to work this morning after six months' strike. Shop windows were unshuttered for the first time since the spring. Arab buses are running, but there are still terrorist incidents as for example the sniping of Jewish colonies last night when a Jewish special constable was shot dead.

Reuter's Bulletin Service

PRESS OPINION

London, Oct. 12.

The news of the termination of the Arab strike in Palestine, which is officially estimated to have been responsible for three hundred deaths and over a thousand wounded, evokes a chorus of approval in the British Press.

The newspapers offer congratulations on the statesmanlike invention of the three Arab Kings and also congratulate General Dill for holding his hand so long as the negotiations were going on.

The Arab Kings' expression of "reliance on the goodwill of His Majesty's Government, which has already declared that justice will prevail," is re-echoed by all commentators, regardless of party, with the provision that British goodwill will only be effective if it is backed up by a readiness for concession and compromise on both sides in Palestine.

The "Morning Post" expresses the opinion that the policy heretofore pursued by the Mandatory Power could never bring permanent peace to Palestine and may have to be substantially modified in the light of its results.

The Daily Herald says the Mandatory Power may bring order, but cannot bring peace and prosperity as long as the two nations continue at war.

MORE LAWLESSNESS

Jerusalem, Oct. 11.

The inhabitants of this city flocked to places of worship to-day where special prayers of thanksgiving were said for the end of the Arab strike, called for to-morrow. The bells of the churches pealed joyously.

However, although there is a truce in sight between the Arabs and the authorities, there have been a number of lawless acts during the past 24 hours. Hidden snipers fired on the billets of the Cameron Highlanders in Bethlehem. The troops, turning out to meet the attack, inflicted two casualties on the raiders.

The authorities have imposed a collective fine of £1,000 upon Hebron, following the wounding of three privates of the 2nd Battalion of Cameron Highlanders and a British constable in an attack on an armoured car unit south of the city Friday night.

CRICKETER'S DEATH

London, Oct. 12.

The death has occurred of Bernard Bosanquet, cricketer and inventor of the rookly, of heart failure.

REBEL ARMIES UNITE

Decisive Advance On Madrid

OPERATIONS TO BE HASTENED

Burgos, Oct. 11.

At the Nationalist Headquarters everyone is in high spirits at the news of the fact that the north and south Nationalist armies have been able to unite forces in the offensive against Madrid. On Saturday night General Varela's troops, that recently relieved Toledo, and a section of the Monastario group of forces, met at Sobreros, and these finally were joined by troops of General Escomig. All three gave expression of the delight at this momentous development in the campaign by cheering lustily for General Franco.

It is considered at Headquarters here that this development will greatly accelerate the advance on Madrid, since two Nationalist armies can now act as one. General Franco has transferred the General Headquarters to Salamanca, but the seat of the Nationalist Government is still at Burgos.

The Commander-in-Chief of the Spanish National Army is now settling all details for the decisive advance on Madrid. For the sake of the population of the capital, the operations are to be hastened to the utmost. War bulletin No. 73 of the North Army confirms the conquest of Cebrosos and el Tiemblo in the Avila region. Cebrosos is especially important, as it is the point of intersection of 5 mountain roads. At el Tiemblo the Nationalists have captured 7,000 sheep which were destined for provisioning Madrid.

As regards the military situation of Oviedo, the Nationalists are offering desperate resistance to the Reds, and General Queipo de Llano announces that reinforcements are on their way from Galicia.

Reacting to the report that steamers belonging to the Reds are transporting to foreign countries art treasures from churches, monasteries and castles, the National Junta has issued a proclamation to the effect that the sales of such objects would never be recognized by the Nationalist Government and that those who took possession of them would be prosecuted by the law.

BRITISH RESCUE OF REFUGEES

Paris, Oct. 11.

Two British destroyers arrived in St. Jean de Luz, bringing 123 women and children, who had been imprisoned for two months as hostages, first at San Sebastian then at Bilbao. The destroyers also landed 78 other fugitives of different nationalities from Bilbao. The women and children were taken back to San Sebastian.

WOMEN HOSTAGES EXCHANGED

St. Jean de Luz, Oct. 12.

The first exchange of hostages took place to-day when the Government women hostages in Bilbao and the insurgents' women hostages in San Sebastian were brought here by two British destroyers and exchanged. The arrangement for exchange was made by the Chilean Ambassador.

FUTURE OF SPAIN

Burgos, Oct. 11.

What Spain will look like, once the Nationalists come into power was set forth in a proclamation issued on Sunday by the military command at Coruna.

"Foremost Spain is to be united without internal division. No part of its territory is to enjoy any special privileges, because subsidiary Governments invariably detract from the dignity of the State. The proclamation of the Catalan statute two years ago for instance was ridiculous, while the promise of autonomy made a year ago by the Basque provinces, have been ill-respected by the Basques, who have cooperated with the Reds against the Nationalists."

JEAN BATTEN'S AMBITIONS

Tasman Sea Flight May Be Banned

Melbourne, Oct. 12.

The Federal aviation authorities may forbid Miss Jean Batten's attempt to cross the Tasman Sea from Australia to her native Dominion, New Zealand.

The Civil Aviation Board is opposed to single-engine planes attempting to fly this 1,000-mile stretch of water, which has claimed more than one stout plane and gallant pilot.

Reuter.

LANDING SCENES

Port Darwin, Oct. 11.

Miss Jean Batten, daring and lovely New Zealand aviatrix, caused the crowd which greeted her here to gasp with apprehensiveness when she landed to-day, smashing the record for a solo flight from England to Australia by almost a full day.

The brakes of her plane jammed as she landed and the machine spun swiftly around a full circle, the tail skidding dangerously.

But Miss Batten stepped out smiling and undismayed.

She said she was overjoyed to have broken the solo flight record for the long, arduous voyage. The flight had been a strain, she admitted. She felt well, though she had had some unenviable experiences.

She will now fly home to New Zealand, she announced.

Reuter.

FLIGHT TO SYDNEY

Port Darwin, Oct. 12.

Miss Jean Batten took off this morning for Sydney and arrived at Longreach, Queensland, at 9 a.m. G.M.T., where she will refuel. From Sydney she will fly across the Tasman Sea to Auckland.

Reuter's Bulletin Service.

SUDETEN GERMANS HOLD MEETING

(Hong Kong Daily Press Special)

Prague, Oct. 12.

Upwards of 50,000 persons took part in a meeting of the Sudeten-deutsche Party on Sunday in the town of Tepitz-Schoenau, and enthusiastically cheered the party leader, Konrad Henlein, when he appeared on the platform.

Deputy Sandner, who is also member of the Party's Executive, declared in a speech that 34 million Germans in the Sudeten region obstinately refused to give up their chartered rights, despite famine and great distress. The speaker appealed to the Czech people to realize what would have happened if in 1933 an emissary from Moscow had taken over the leadership of the Sudeten Germans instead of Konrad Henlein. There would, the speaker continued, have been no more favourable ground in Europe for spread of Communism than this distressed area, and it was due to Konrad Henlein that order and discipline has been preserved amongst a starving nation of 34 million souls.

Henlein then himself addressed the meeting, saying: "We demand to be recognised as belonging to a nation numbering 100 millions." Henlein affirmed that the question of the rights of minorities in the Czechoslovakian State could only be solved with the co-operation of the Sudeten Germans. The speaker's utterances were greeted with loud and prolonged cheering.

Transocean News Service.

NON-INTERVENTION COMMITTEE

London, Oct. 12.

The date of the next meeting of the International Committee for application of the non-intervention agreement has not yet been fixed. The complaints which were presented at last week's meeting have been transmitted to their respective Governments by the Portuguese, Italian and German representatives, and it is assumed that until they have received the replies of their Governments to the accusations made a further session will not be summoned.

British Wireless.

CHANNEL CROSSED ON SKIS

Mr. Leonard Phillips, a medical student of Wilkesden, and Miss Gloria Peori, of Hendon, recently crossed the Channel on water-skis from Dover to Calais and back, a distance of 44 miles, in 67 minutes.

DEATH UNDER TRAIN

Cousin Of Lieut.-Col. Colville

Miss Elizabeth Georgina Colville (32), of Cadogan Place, London, who lost her life as the result of falling under a train at Knightsbridge Underground Station, London, was a cousin of Lieutenant-Colonel David Colville, Under-Secretary for Scotland.

Two of Miss Colville's brothers are directors of the Scottish steel firm of David Colville and Sons, Ltd.

Her death is the second to occur in the family within a month, for her mother, Mrs. Jeannie Millar Colville, died at Arngomery, Kippin, Stirlingshire, at the end of August.

One of Miss Colville's brothers left Kippin on his way to visit his sister.

HOUSE IN LONDON

Miss Colville's father was the late Mr. Archibald Colville, of Arngomery.

Her brother, Mr. J. M. Colville, speaking from Arngomery to a reporter recently said:

"My sister lived with the family here at Arngomery, but she also had a house of her own in London, where she spent part of the year."

"My sister had only been in London for about a week. When she left here she appeared to be in good health, although naturally she was upset at her mother's death."

ARMS MANUFACTURE IN BRITAIN

Royal Commission Ends Its Labours

London, Oct. 12.

The report of the Royal Commission on manufacture of arms appointed in February last year is in the hands of the Government.

Newspapers state that the report, which is unanimous, will show that the Commission are opposed to nationalisation of the arms industry, but propose that in the event of outbreak of war the Government should at once take full control of all munition making businesses and should also conscript capital.

It is also stated that more strict control over export of arms to semi-civilized countries is advocated.

British Wireless.

PARIS ANTI-AIR RAID DRILL

Paris, Oct. 11.

The population of Paris learned through posters that the Prefect of police ordered an anti-air raid rehearsal for October 18, when all lights must be shut at the alarm signal, and all motor traffic must be interrupted for half an hour.

Planes will circle over the city to control, whether really everything is dark, and at the end a sham bombardment work of the rescue squads will take place.

Transocean News Service.

KING'S VISIT TO SOUTH WALES

Tour Through Depressed Areas

London, Oct. 12.

The King will make a two-day tour of the depressed areas in South Wales on November 18 and 19. Details of the tour have not yet been decided.

It is understood that he will not visit the big towns but will spend the time inspecting conditions in the countryside where depression is at its worst.

This will be the King's first visit to Wales since his accession.

British Wireless.

NEW HUNGARIAN CABINET

Budapest, Oct. 11.

The composition of the Hungarian Cabinet under the new Premier, Daranyi, is as follows:—Rome Affairs (Nicolau von Kozma), Foreign Affairs (Koloman von Kariya), War (General of Infantry, Roeder), Industry (Borne-misza), Public Works (Homan), Finance (Fabinyi), Justice (Lazar).

The Ministry for Enlightenment will be henceforth headed by the Premier, and the Trade Ministry for this time being by the Minister of Industry.

Transocean News Service.

SINO-JAPANESE AFFAIRS

PRESS ACCUSATION OF INTERFERENCE

Allegation Against Britain

TOKYO FOREIGN OFFICE DOUBT

Tokyo, October 12.

Questioned at this morning's press conference, the Foreign Office spokesman said that he doubted the truth of the "Kokumin Shimbun's" allegation that "Britain was manoeuvring for invocation of the Nine Power Treaty."

Tokyo, Oct. 12.

According to allegations printed under streamer newspaper headlines in the Japanese "Kokumin Shimbun," a joint protest to Tokyo against violation of the Nine Power Pact was suggested by Great Britain to other signatories of that treaty shortly after the opening of recent conversations at Nanking between the Japanese Ambassador, Mr. Kawagoe, and the Chinese Foreign Minister, General Chang Chun.

The journal refers to "faithless Britain's large-scale international conspiracy to hinder Sino-Japanese negotiations by invoking the Power Pact."

This pact, which was signed in Washington in 1922, binds the signatories to respect the sovereignty and territorial and administrative integrity of China.

Reuter.

CHINESE REPORTS

Shanghai, Oct. 12.

The North China problem will be the main point of discussion when the Sino-Japanese negotiations reopen at Nanking this week, according to the Chinese press.

A semi-independent Chinese despatch from Tokyo states that the Sino-Japanese co-operation programme has entered a "new stage," and that "concrete plans" are now being studied by the Chinese and Japanese authorities in North China.

Reuter.

EMISSARY'S STATEMENT

Nagasaki, Oct. 12.

The Japanese Government's special emissary, Mr. Kuwashima, interviewed here to-day on his return from China, declined to discuss the instructions he took to the Japanese Ambassador at Nanking, Mr. Kawagoe, which are thought to have contained the outline of policy which the Tokyo Government wished its representative to follow in negotiations with China.

However, he remarked that from consultations with Japanese officials in Shanghai and Nanking he received the impression that the present Sino-Japanese negotiations were of the utmost importance.

Although sufficiently optimistic in these matters to doubt the possibility of war breaking out, he voiced a warning that the Chinese Government must take the most decisive measures to suppress the anti-Japanese feeling in the country under its control. Unless the Nanking Government could effectively control its people, disaster might follow.

Mr. Kuwashima remarked that the British and United States representatives were very active in striving to gather information respecting the negotiations.

He did not know, he added, whether or not they were engaged in political manoeuvres.

Reuter.

PARTY OPPOSITION IN FRANCE

Paris, Oct. 11.

"We shall not shrink from a fight" declared Colonel de la Roque, in Valenciennes, when addressing over 20,000. This statement is the answer to the declaration of his opponents that the Fire Crossers would never dare to resort to violence.

The answer to this statement came at the same day, when the Mayor of Lens, speaking at a meeting of the Popular Front, declared that the Socialists were ready to fight for the possession of their freedom, and to sacrifice even their lives. Premier Blum at the same time reiterated his adherence to the Popular Front.

Transocean News Service.

FORTIFICATIONS IN THE PACIFIC

British Invitation To Japan

Tokyo, Oct. 12.

The Foreign Office spokesman announced at a press conference that the Foreign Office received a few days ago Britain's invitation to discuss the maintenance of Article nineteen of the Washington Naval Treaty forbidding further fortifications by the United States, Britain and Japan in the Pacific Ocean. The spokesman believed, however, that Japan would not be ready with a reply for some time.

The Japanese press forecasts that Japan will hold out for considerable ratification of clause three of Article nineteen regarding Japanese territories.

Reuter.

MANCHUKUO PATROL FIRED ON

One Man Wounded

Hsinking, Oct. 12.

A Kwantung Army communique announced that Soviet troops fired on a Manchukuo patrol unit fifty strong at Yangkuangping near the mouth of the Tumen River at 2 p.m. on Sunday. One Manchukuo was wounded.

Both sides received reinforcements and confronted each other four hundred metres apart.

Reuter.

ANOTHER REPORT

Tokyo, Oct. 12.

A message from Seoul states that four Manchukuo soldiers were killed, five seriously injured and two are missing in a clash of Manchukuo patrol units and Soviet troops near Hunchun, east border of Manchukuo at 5 o'clock on Sunday morning.

Reuter.

GIRL GLIDER IN CRASH

A girl glider pilot, Miss Norah Coates, aged 23, of Otterburn-street, Hull, was seriously injured in an accident at Hull Aerodrome recently.

Her machine was caught by a strong gust of wind when leaving the ground and carried to a height of 50 feet. Before Miss Coates could gain control it crashed on top of her.

MOTOR-CYCLING RECORD

Britisher's Feat

Frankfurt, Oct. 12.

The British motor-cyclist Eric Fernihough created a world record for the kilometre standing start of 159.186 kilometres per hour.

Ernst Henne held the previous record with 151.53 kilometres per hour.

Henne riding a 500 cubic centimetre B.M.W. created world's records for the flying kilometre and mile of 272.2 and 282 per hour respectively.

Reuter.

Mr. A. G. Davis, LL.B. (New Zealand), LL.M. (London), lecturer in law and head of the Department of Law, University College, Hull, has been appointed lecturer in law and director of legal studies at University College, Swansea.



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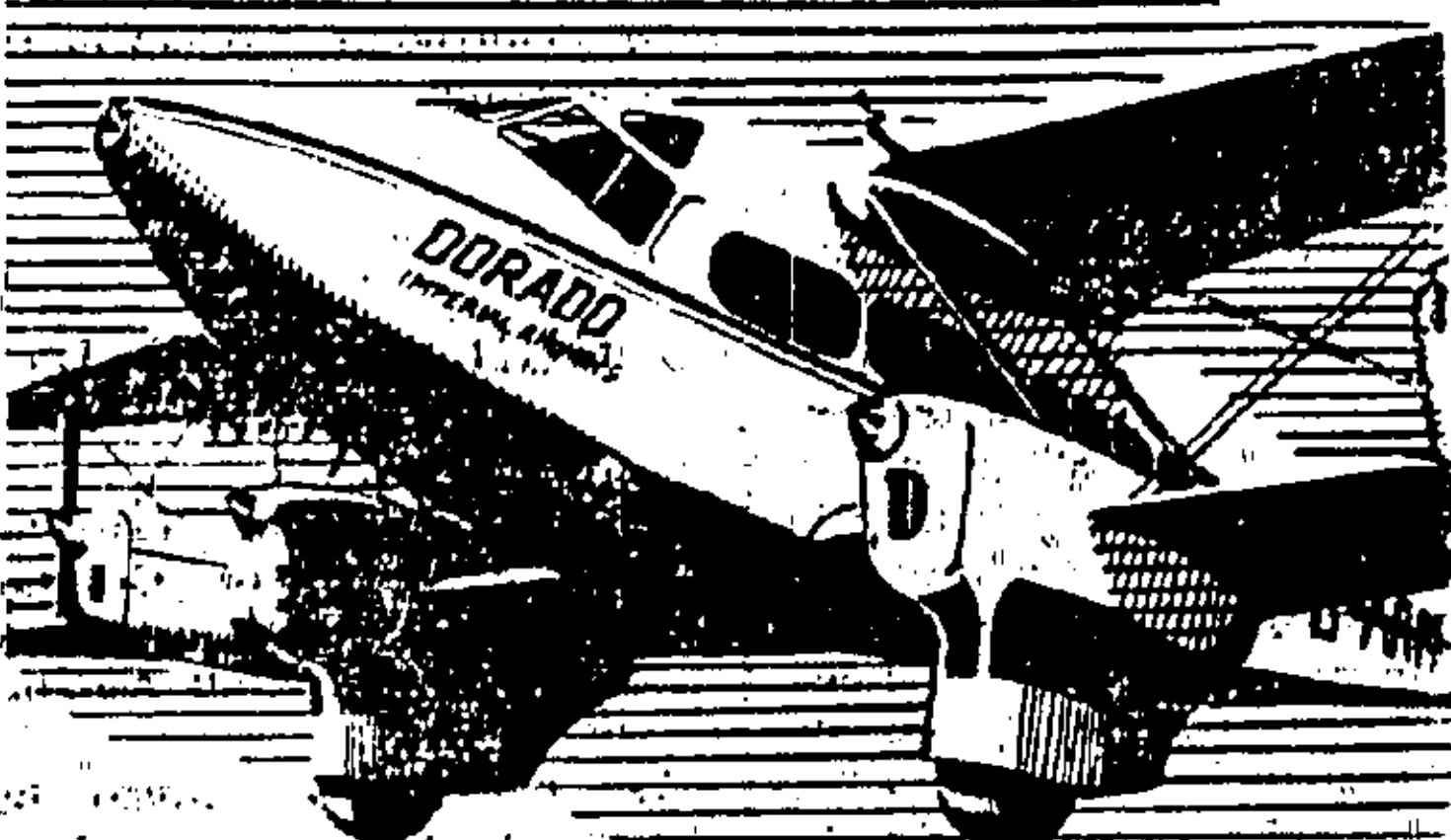
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MAIL · PASSENGERS · FREIGHT

AMATEUR BILLIARDS ASSOCIATION

Successful Year Reported

PRESIDENT'S APPEAL FOR SUPPORT

The Hong Kong Amateur Billiards Association held their annual general meeting yesterday at the Board Room of the South China Morning Post.

The President, Mr. E. D. da Rosa, was in the chair, and addressing the meeting said:

Before I deal with the Accounts, I think perhaps I should make a few remarks concerning the formation of the Association and its activities during the first year of its existence. Our Hon. Secretary, Mr. Rakusen, a great lover of the game, and a fine player too, noting the apparent lukewarm interest shown in this indoor sport, felt it was not due so any lack of keenness in the game itself, whose votaries must number some hundred in the Colony of varying degrees of skill, but to the need for a properly constituted Association to revive and foster interest by promoting Championships and League Matches.

IMMEDIATE RESPONSE

Thereupon, my friend Mr. Rakusen set the wheels in motion, and very ably supported by another billiard enthusiast, Mr. E. A. dos Remedios, our Hon. Treasurer, meetings were held in the Board Room of the South China Morning Post kindly placed at our disposal. The immediate response was remarkably good and most gratifying. About thirty-three gentlemen attended, representing various Clubs and Units from the Naval and Military Services, and finally the Hong Kong Amateur Billiards Association was launched on November 8, 1935 with every promise of a career of useful and successful activity. Owing to the lateness of the season, it was unfortunately not possible to run a billiard league nor a snooker championship, so it was decided not only to stage a Senior Billiards Championship but also to cater to the average billiard player in the Colony, perhaps the most numerous and enthusiastic, by trying the experiment of a Junior Championship. The response to invitation for entries was very encouraging. Twenty-eight competitors joined the Senior Championship, and 61 for the Junior Championship, fully justifying the innovation as regards the latter. By the kind co-operation of the various Clubs for use of tables, i.e., the Kowloon Cricket Club, Club Lusitano, Club de Recreio, Civil Service Club, the Chess Club, Dockyard Police Club, Engineers' Institute, and the Sports Club the preliminary games were played off without a hitch to the satisfaction of all concerned.

Great interest was manifested in many of the games, particularly 3 or 4 games at the Kowloon Cricket Club where the accommodation was taxed to the absolute limit. The semi-finals and finals were played off in the congenial and spacious ballroom of the Club Lusitano, kindly lent for the occasion. Messrs. Lane, Crawford, Limited generously loaned a brand new Burroughs and Watts table. The attendance was good considering this was the first venture of the Association. Unfettered praise must be given to the Sub-Committee in charge of the arrangements on which our Hon. Secretary and Hon. Treasurer were towers of strength, for the excellent and flawless manner everything was conducted.

The standard of play, although not comparable to that prevailing at Shanghai, of which I have personal knowledge, was exceedingly good, bearing in mind the fact that most billiard players were unprepared, and some of the senior players had given up the game seriously for years, and it was no doubt very sporting of them to join considering the redoubtable opposition offered in the person of the reigning champion. However, there should be no excuse this season for unpreparedness. I am sure the junior players must have enjoyed every whit of their scraps and I am confident they will again take the opportunity provided them for improving their games, and certainly some of those who participated should now be eligible for the Senior Championship.

ACCOUNTS SATISFACTORY

The Accounts show an excess of Income over Expenditure of \$142.42 which we consider, and I think you will also agree, to be a very satisfactory result of the first

year's working which to some extent was a groping in the dark. However, I regret to have to point out the very discouraging response to the Association's appeal to the Clubs in the Colony to enrol as members of the Association. We fully expected a roll of at least 25, whereas I am sorry to say there are only 12. I particularly regret the absence from the list of the various Chinese Clubs in the Colony. I feel sure this was not intentional but perhaps due to an oversight, and I trust we may look forward to their future support. We also hope there will be an accession to the roll of individual members, among whom we can only count two of our Chinese friends.

In passing, I may say that the interest manifested in the game of billiards by the Chinese community is self-evident when I point out that out of a total of 89 competitors, 28 were Chinese, equivalent to 30 per cent. of the total. One of the competitors, figured in the final of the Senior Championship and another turned out to be the winner of the Junior Championship.

APPEAL FOR SUPPORT

I must make an earnest appeal to all Clubs in the Colony to lend us their support. There can be no doubt whatever that the institution of this Association has had very beneficial effects in infusing interest in their billiard playing members. I also ask every one interested in this wonderful game, to join as individual members. The subscription is only \$3.00 per annum. It is only by the co-operation of all interested that the Association can be placed on a firm and lasting basis.

The Association has done very well indeed for the first year, and it is now up to the Incoming Committee to carry on the good work. I have not the slightest doubt that with the same enthusiasm and keenness as shown by the initiating committee and members, that the Association will gain in strength and become the sole organising body of Billiards in this Colony.

FUTURE COMPETITIONS

As to future competitions, the Incoming Committee will of course continue with the Senior and Junior Billiard Championships, and will also give consideration to the promotion of Snooker Championships of the Colony, possibly divided into Senior and Junior sections as in the case of Billiards. With regard to the organization of a Billiard League, so far as I can see at present, there does not seem to be much prospect of this eventuating owing to the insufficient number of Clubs, but it is intended that the Association will arrange friendly games between various Clubs.

I should like to take this opportunity of announcing, and expressing our thanks, for the very generous offer of Messrs. Burroughs and Watts to present a Shield or Trophy to the Association for competition by members. In conclusion, gentlemen, I wish to reiterate our best thanks to all the donors of Challenge Trophies and Prizes, to the Clubs and to every one who in one way or another helped the Association and also to the Press. And lastly, gentlemen, I must place on record the valuable assistance given to me by the Executive Committee, particularly the Hon. Secretary, Mr. Rakusen and the Hon. Treasurer, Mr. Remedios whose duties were arduous and carried out in a manner beyond praise. All this contributed towards making my term of office extremely pleasant and my duties comparatively a sinecure. (Applause.)

OFFICERS ELECTED

The following officers were elected for the ensuing year:

President—Mr. N. Rakusen. Vice-President—Mr. P. Phillips. Hon. Secretary—Mr. M. el Archill. Hon. Treasurer—Mr. A. Yvanovitch.

It was proposed and adopted that the following clubs be represented on the Executive Committee: Catholic Union, C.E.C., Lusitano, K.C.C., the Royal Welch Fusiliers and the V.R.C.

LOCAL YACHTING

Sweepstake Race Results

The Royal Hong Kong Yacht Club held sweepstake sailing races for "A" and Mixed Classes yesterday afternoon.

Course:—Channel Rock Mark (P), Holt's Wharf Mark (S), Kowloon Rock Mark (S), Club Line. Distance: 7.8 miles.

Results were as follows:—

A Class—Started 14.45		Finished Pos.
Carpenter, A1	.....	D.N.F.
Lobo, A2	.....	16.19.12 3
(Mrs. Edwards)	.....
Artemis, A4	.....	16.17.35 1
(Mrs. Sheldon)	.....
Jan, A6	.....	D.N.F.
Joss, A8	.....	16.20.04 4
(Mrs. L. Stanton)	.....
True Blue, A11	.....	16.18.58 2
(Mrs. G. D. Adams)	.....
Painted Lady, A14	.....	16.21.53 5
(Mrs. Booty)	.....
Mixed Classes—Started 14.55		Finished Corr. Pos.
Dorothea, H9	.....	16.23.17 1
(Mrs. S. D. Reid)	.....
Bunice, G3	.....	16.59.10 16.38.16 5
(Miss King)	.....
Heron, Y3	.....	16.40.15 16.31.23 4
(Mrs. Moore)	.....
Widgeon, Y5	.....	16.38.34 16.29.42 2
(Miss H. Crawhall-Wilson)	.....
Sirius, Y7	.....	16.40.29 16.29.43 3
(Mrs. P. Newman)	.....
Zephyr, Y8	.....	D.N.F.

E. F. FINCHER

Shanghai Comment On Flawless Innings

Writing on E. F. Fincher's innings of 127 not out in Hong Kong's first innings in the Interport cricket against Shanghai when the Colony totalled 277, the "North China Daily News" states:—

E. F. Fincher was the hero of the Hong Kong side and put up the finest performance of the interport match. His century, 127 not out, was achieved in a flawless and patient innings, and it was undoubtedly his performance that gave Hong Kong their chance. He went in at a critical period of the game, played very carefully, gave no chances, and batted for four hours and 35 minutes in all, being in for an hour and a half for his 36 runs on Wednesday, and scoring the remainder in just over three hours on Thursday. This is his first century in interport cricket.

PRESS CRICKET TEAM

The following will represent the Hong Kong Press in a friendly cricket match against the Hong Kong University on Sunday at the University ground, Pokfulam, commencing at 2 p.m.:—F. M. el Archill (Capt.), A. H. Rumjahn, M. R. Abbas, S. MacNider, G. Lee, F. Smith, Y. el Archill, T. Cheung, A. R. Markar, H. Brokenshire and V. H. C. Jarrett.

ARMY HOCKEY SECRETARY

Second Lieut. T. B. H. Otway, 1st Bn. The Royal Ulster Rifles, assumed the duties of Hon. Secretary, Army Hockey, with effect from October 11, 1936. Vice-Lieut. J. P. Williams, 2nd Bn. The East Lancashire Regt., relieved—proceeding to England.

Phone to: H.Q. 14 (during Office hours. Civil: 25521.

KOWLOON GOLF

The result of the qualifying round of the Captain's Cup held on October 10 and 11 at the Kowloon Golf Club is as follows:—

E. Christensen, 85—12—73; W. Taylor, 79—4—75.

Two vacancies will be filled later by the Incoming Committee.

Mr. da Rosa was elected auditor. The meeting closed with a hearty vote of thanks to the outgoing president Mr. E. D. da Rosa, for the capable manner in which he had performed his duties since the inauguration of the Association.

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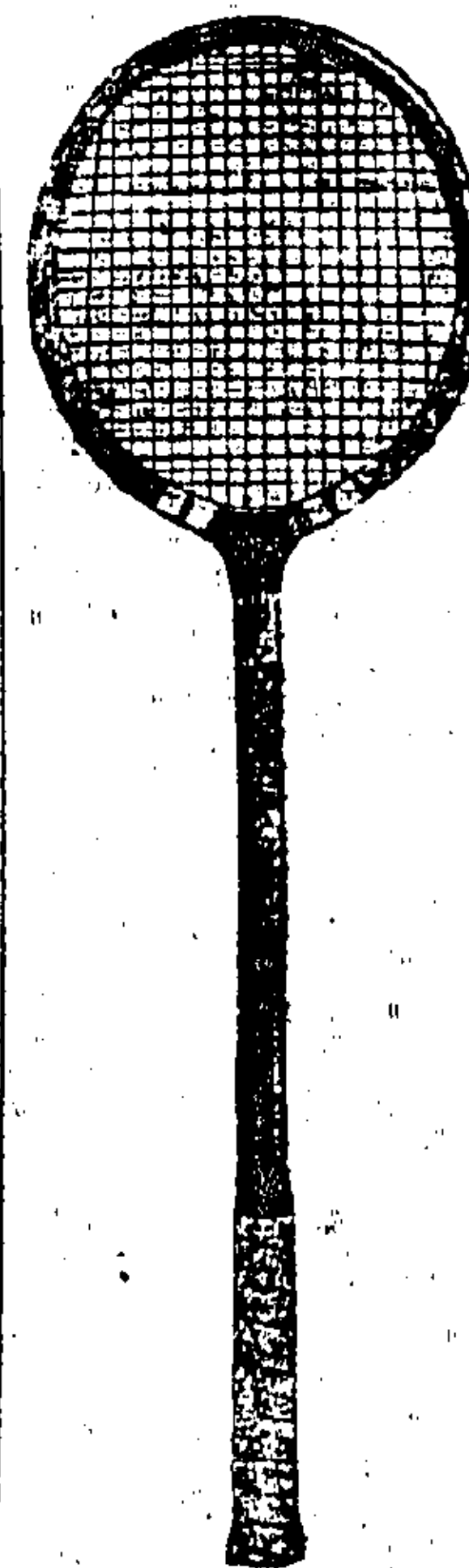
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CRICKET MATCH SHANGHAI Testimonial Game In Australia

Sydney, Oct. 12.

Continuing play in the Warren Bardsley-Jack Gregory testimonial cricket match, V. Richardson's team scored 180 runs in their second innings. Ward captured five wickets for 100 runs.

At the close of play, Don Bradman's eleven had gathered 62 runs for the loss of three wickets. The match will be concluded tomorrow.

In the first innings Richardson's team scored 385 and Bradman's XI replied with a similar total to which Bradman contributed 212.

MACAO VISIT

Holiday Sport Encounters

Taking advantage of the opportunity afforded by the Double Tenth holiday, the Club de Recreio visited Macao, where badminton and tennis matches were played on Friday and Saturday.

Recreio players won the badminton series by 7 matches to 2, but Macao caused a surprise when they won the "A" Section Tennis series by 5 matches to 4, and the "B" Section by 6 matches to 2. The Mixed Doubles resulted in a win for the visitors by 6 matches to 2.

The Argonauts Hockey Club also visited Macao, where they engaged the Macao Hockey Club in a friendly game on Sunday, and lost by three clear goals.

TENNIS VISITORS

Win Match Against Kowloon

At the conclusion of two days' tennis at the Kowloon Cricket Club the visiting team from the Shanghai Country Club defeated Kowloon by 12½ sets to 11½.

Outstanding for the visitors were Forbes and Mrs. Burton, while Miss Griffiths was in good form for the local players.

The mixed doubles pair of Mr. Figgis and Miss Massey was much too good for their opponents, and the service and a raking forehand drive of Mr. Figgis had the opposing side baffled.

The scores in detail: J. G. Forbes and Miss Massey (Visitors) beat Capt. J. D. Milne and Miss Griffiths (Kowloon), 6-3, 6-4, 6-4.

P. G. Figgis and Miss Massey (Visitors) beat G. Clarke and Miss A. Mackenzie (Kowloon), 6-3, 6-3, 6-3.

J. H. du Pac and Mrs. Krenov (Visitors) lost to W. C. Hung and Mrs. Wilson (Kowloon), 4-6, 3-6, 2-6.

A. G. Meise and Mrs. Dvorjets (Visitors) drew with A. L. Sullivan and Mrs. Dowling (Kowloon), 2-6, 7-5, 6-6.

TEST MATCHES

The starting dates of the England-Australia cricket Test matches are: Dec. 4, Brisbane; Dec. 18, Sydney; Jan. 1, 1937, Melbourne; Jan. 29, Adelaide; Feb. 25, Melbourne.

For information, please apply to Secretary,
THE JAPAN HOTEL ASSOCIATION
 Care of Traffic Bureau, Department of Railways, Tokyo.

The telescope which Sir James referred to is to be placed on Mount Palomar. It weighs 40 tons, and is estimated to cost nearly £2,000,000. The mirror, which will take three years to finish, weighs 2 tons. The lens has been designed and made in England.

The Board will deal with all matters concerning the collective interests of the four Leagues, affecting the general interests of the amateur game. Upon objection being made by a club no player or such club can be transferred to, or play for, a club in another League without the Board's permission. The Board will also have power to call upon any player or club to satisfy them that a transfer is of bona-fide nature, but these provisions will not apply to transfers within a League.

Hynes, Miss I. Hill, Mrs. Humphries, Mr. J. Jones, Mr. and Mrs. A. Judson, Mr. L. H. Kong, Mr. L. H. Lawford, Mr. L. A. C. Lidwell, Mrs. Lidwell, Miss P. Lidwell, Amah to Mrs. Lidwell, Mrs. McFall, Mrs. J. N. Macfarlane, Master J. D. Macfarlane, Miss J. Macnaghten, Mr. R. G. Macnaghten, Mr. C. V. Middleton, Mr. W. H. Morrison, Mr. and Mrs. W. D. Murray, Miss G. Murray, Mrs. E. E. Pyra, Miss M. G. T. Savary, Sister M. de Lourdes Simons, Mr. and Mrs. A. Slack, Mrs. Sladec and Miss S. Stanley Alder, Mr. and Mrs. A. Tieleman, Mrs. C. Turner, Mr. J. P. Armstrong, Mrs. W. B. Way, Master J. Q. Way, Master M. H. Way, Captain A. Von Winckler, Mr. A. E. C. Von Winckler.



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In the secluded cemetery at Coedpoeth, a village in the hills a few miles from Wrexham, are a grave and tombstone, a simple white cross with stone border, but

her own arrangements for her burial.

The demonstrator, W. O. R. Bradburn, is a Canadian lumberjack residing in London, and he certainly gave a good entertainment. His skill in balancing and controlling a log weighing half a ton is amazing, but it is not only a question of controlling the log, he is an outstanding acrobat with a highly developed sense of balance. He uses the log as a base for handstands, somersaults, and chair balancing, and his display starts with a flying leap from the bathside on to the log.

Miss Greta Garbo is ill at her home in Hollywood and work on her 1,000,000 dollar film, "Camille," has been temporarily suspended. Officials of Metro-Goldwyn-Mayer admit that the star is indisposed but the nature of her illness was not disclosed.

DAILY SHARE QUOTATIONS

Hong Kong Stock Exchange Sharebrokers' Association

MONDAY, OCTOBER 12.									
Buyers	Sellers	Nominal	Buyers	Sellers	Nominal	Buyers	Sellers	Nominal	Buyers
Banks									
11,610	11,610	H.K. Banks	11,610	11,610	H.K. Banks	11,610	11,610	H.K. Banks	11,610
2103	2103	Do. (London)	2103	2103	Do. (London)	2103	2103	Do. (London)	2103
211	211	Chartered Bank	211	211	Chartered Bank	211	211	Chartered Bank	211
214	214	Mercantile Bks. "A"	214	214	Mercantile Bks. "A"	214	214	Mercantile Bks. "A"	214
183	183	Do. "C"	183	183	Do. "C"	183	183	Do. "C"	183
183	183	Bank of East Asia	183	183	Bank of East Asia	183	183	Bank of East Asia	183
183	183	N. C. & S. Banks	183	183	N. C. & S. Banks	183	183	N. C. & S. Banks	183
183	183	Insurances	183	183	Insurances	183	183	Insurances	183
183	183	Canton Insurance	183	183	Canton Insurance	183	183	Canton Insurance	183
183	183	Union Insurance	183	183	Union Insurance	183	183	Union Insurance	183
183	183	Underwriters	183	183	Underwriters	183	183	Underwriters	183
183	183	China Fire	183	183	China Fire	183	183	China Fire	183
183	183	International Assoc. J.	183	183	International Assoc. J.	183	183	International Assoc. J.	183
183	183	Shipping	183	183	Shipping	183	183	Shipping	183
183	183	Douglas	183	183	Douglas	183	183	Douglas	183
183	183	Steamboats	183	183	Steamboats	183	183	Steamboats	183
183	183	Indos (priv.)	183	183	Indos (priv.)	183	183	Indos (priv.)	183
183	183	Do. (def.)	183	183	Do. (def.)	183	183	Do. (def.)	183
183	183	Shells	183	183	Shells	183	183	Shells	183
183	183	Waterworks	183	183	Waterworks	183	183	Waterworks	183
183	183	Mining	183	183	Mining	183	183	Mining	183
183	183	Balacoc	183	183	Balacoc	183	183	Balacoc	183
183	183	Gold River	183	183	Gold River	183	183	Gold River	183
183	183	Gold Creek	183	183	Gold Creek	183	183	Gold Creek	183
183	183	Salacot	183	183	Salacot	183	183	Salacot	183
183	183	Kailash	183	183	Kailash	183	183	Kailash	183
183	183	Lampaka (single) S.	183	183	Lampaka (single) S.	183	183	Lampaka (single) S.	183
183	183	Explorations S.	183	183	Explorations S.	183	183	Explorations S.	183
183	183	Shanghai Loans S.	183	183	Shanghai Loans S.	183	183	Shanghai Loans S.	183
183	183	Ranch	183	183	Ranch	183	183	Ranch	183
183	183	Ventura Gold Flds.	183	183	Ventura Gold Flds.	183	183	Ventura Gold Flds.	183
183	183	Docks, Wharves, Godowns, etc.	183	183	Docks, Wharves, Godowns, etc.	183	183	Docks, Wharves, Godowns, etc.	183
183	183	H.K. & K. Wharves (old)	183	183	H.K. & K. Wharves (old)	183	183	H.K. & K. Wharves (old)	183
183	183	Do. (new)	183	183	Do. (new)	183	183	Do. (new)	183
183	183	Providents (old)	183	183	Providents (old)	183	183	Providents (old)	183
183	183	Do. (new)	183	183	Do. (new)	183	183	Do. (new)	183
183	183	H.K. & W. Docks	183	183	H.K. & W. Docks	183	183	H.K. & W. Docks	183
183	183	S. China Motors "A"	183	183	S. China Motors "A"	183	183	S. China Motors "A"	183
183	183	Shanghai Docks S.	183	183	Shanghai Docks S.	183	183	Shanghai Docks S.	183
183	183	New Engineering S.	183	183	New Engineering S.	183	183	New Engineering S.	183
183	183	Hongkows S.	183	183	Hongkows S.	183	183	Hongkows S.	183
183	183	Lands, Hotels, and Buildings	183	183	Lands, Hotels, and Buildings	183	183	Lands, Hotels, and Buildings	183
183	183	H.K. Hotels	183	183	H.K. Hotels	183	183	H.K. Hotels	183
183	183	Do. 47 Doboutures	183	183	Do. 47 Doboutures	183	183	Do. 47 Doboutures	183
183	183	Shanghai Lands S.	183	183	Shanghai Lands S.	183	183	Shanghai Lands S.	183
183	183	Metropolitan Lands	183	183	Metropolitan Lands	183	183	Metropolitan Lands	183
183	183	H.K. Realities	183	183	H.K. Realities	183	183	H.K. Realities	183
183	183	China Do	183	183	China Do	183	183	China Do	183
183	183	Do. Doboutures S.	183	183	Do. Doboutures S.	183	183	Do. Doboutures S.	183
183	183	Humphreys	183	183	Humphreys	183	183	Humphreys	183
183	183	Chinese Estates	183	183	Chinese Estates	183	183	Chinese Estates	183
183	183	Cotton Mills	183	183	Cotton Mills	183	183	Cotton Mills	183
183	183	Ewoe	183	183	Ewoe	183	183	Ewoe	183
183	183	S'hai Cottons (old)	183	183	S'hai Cottons (old)	183	183	S'hai Cottons (old)	183
183	183	Do. (new)	183	183	Do. (new)	183	183	Do. (new)	183
183	183	Zong Singa	183	183	Zong Singa	183	183	Zong Singa	183
183	183	Wing On Textiles S.	183	183	Wing On Textiles S.	183	183	Wing On Textiles S.	183
183	183	Public Utilities	183	183	Public Utilities	183	183	Public Utilities	183
183	183	Tramways	183	183	Tramways	183	183	Tramways	183
183	183	Park Tram (old)	183	183	Park Tram (old)	183	183	Park Tram (old)	183
183	183	Do. (new)	183	183	Do. (new)	183	183	Do. (new)	183
183	183	Star Ferry	183	183	Star Ferry	183	183	Star Ferry	183
183	183	Yaucoo Ferry	183	183	Yaucoo Ferry	183	183	Yaucoo Ferry	183
183	183	China Light (old)	183	183	China Light (old)	183	183	China Light (old)	183
183	183	Do. (new)	183	183	Do. (new)	183	183	Do. (new)	183
183	183	H.K. Electric	183	183	H.K. Electric	183	183	H.K. Electric	183
183	183	Macao do	183	183	Macao do	183	183	Macao do	183
183	183	Saukian Lights	183	183	Saukian Lights	183	183	Saukian Lights	183
183	183	Telephones (old)	183	183	Telephones (old)	183	183	Telephones (old)	183
183	183	Do. (new)	183	183	Do. (new)	183	183	Do. (new)	183
183	183	China Buses S.	183	183	China Buses S.	183	183	China Buses S.	183
183	183	Traction	183	183	Traction	183	183	Traction	183
183	183	Do. (pref.)	183	183	Do. (pref.)	183	183	Do. (pref.)	183
183	183	Industrials	183	183	Industrials	183	183	Industrials	183
183	183	Malabon Sugars	183	183	Malabon Sugars	183	183	Malabon Sugars	183
183	183	Calbeck (old)	183	183	Calbeck (old)	183	183	Calbeck (old)	183
183	183	Mungroo (prof. S.)	183	183	Mungroo (prof. S.)	183	183	Mungroo (prof. S.)	183
183	183	Canton Ice	183	183	Canton Ice	183	183	Canton Ice	183
183	183	Cement	183	183	Cement	183	183	Cement	183
183	183	Hoppe	183	183	Hoppe	183	183	Hoppe	183
183	183	Miscellaneous	183	183	Miscellaneous	183	183	Miscellaneous	183
183	183	Dairy Farms	183	183	Dairy Farms	183	183	Dairy Farms	183
183	183	Amusements	183	183	Amusements	183	183	Amusements	183
183	183	Ch. Etainments	183	183	Ch. Etainments	183	183	Ch. Etainments	183
183	183	Constructions (old)	183	183	Constructions (old)	183	183	Constructions (old)	183
183	183	Do. (new)	183	183	Do. (new)	183	183	Do. (new)	183
183	183	Lans Crawford	183	183	Lans Crawford	183	183	Lans Crawford	183
183	183	Mackintosh	183	183	Mackintosh	183	183	Mackintosh	183
183	183	Nanyang Tobacco	183	183	Nanyang Tobacco	183	183	Nanyang Tobacco	183
183	183	Sinco	183	183	Sinco	183	183	Sinco	183
183	183	Watsons	183	183	Watsons	183	183	Watsons	183
183	183	Wm. Powells	183	183	Wm. Powells	183	183	Wm. Powells	183
183	183	M. Greybouds	183	183	M. Greybouds	183	183	M. Greybouds	183
183	183	S. C. Enterprises	183	183	S. C. Enterprises	183	183	S. C. Enterprises	183
183	183	Ch. G. 6 1/2 1936 4.5 Bds.	183	183	Ch. G. 6 1/2 1936 4.5 Bds.	183	183	Ch. G. 6 1/2 1936 4.5 Bds.	183
183	183	H.K. Govt. 4 1/2 Loans	183	183	H.K. Govt. 4 1/2 Loans	183	183	H.K. Govt. 4 1/2 Loans	183
183	183	Do. 3 1/2	183	183	Do. 3 1/2	183	183	Do. 3 1/2	183
183	183	Wallace Harper	183	183	Wallace Harper	183	183	Wallace Harper	183
183	183	H.K. Wing Co	183	183	H.K. Wing Co	183	183	H.K. Wing Co	183
183	183	S'hai Do	183	183	S'hai Do	183	183	S'hai Do	183
183	183	Vibro Piling	183	183	Vibro Piling	183	183	Vibro Piling	183

H. K. STOCK EXCHANGE AND H. K. SHAREBROKERS' ASSOCIATION

Philippine Gold Mining Quotations

11th Oct.		12th October, 1936									
Closing Rates		Time Received									
		10.00	10.04	10.05	10.25	10.35	10.50	11.10	2.45	2.55	3.10
Antamoks	3.85	3.80	—	3.85	—	—	3.90	4.00	4.10	—	4.20
Atoks	67	67	—	68	67	—	—	—	—	—	—
Baguio Gold	36	38	—	—	—	—	—	—	—	—	—
Benguet Consol	14	13.75	—	14	—	—	—	—	—	—	—
Benguet Explor	26	26	—	—	—	—	26	24	—	—	—
Big Wedge	50	50	—	—	—	—	—	—	—	—	—
Demonstrations	96	96	—	96	—	—	—	—	—	96	97
Itogons	2.30	2.35	2.30	—	—	—	—	—	—	—	—
I. X. L.	2.15	2.10	—	2.15	—	N	—	—	—	2.25	2.30
Mabates	63	62	—	—	63	—	—	—	—	—	—
Northern Mining	31	31	—	—	—	30	31	30	31	—	—
Paracale Gumaus	95	95	—	—	—	—	—	—	—	—	—
San Mauricio	3.65	3.60	—	3.65	3.70	—	—	—	—	—	—
Suyoc Consol	74	73	—	70	73	73	—	—	—	—	—
United Paracales	2.20	2.00	—	2.20	2.15	2.20	—	—	—	2.25	2.20

H. K. STOCK EXCHANGE

YESTERDAY'S OFFICIAL QUOTATIONS

Very little business was reported during the short morning session, the Stock Exchange being officially closed in the afternoon owing to a Chinese holiday—Confucius' birthday. Trading was however on a small scale without any material alteration in prices.

BUYERS

Hong Kong Banks, \$1,615.
Union Insurance, \$580.
Providents (New), 15 cts.
Venz. Goldfields, \$8.
Benguet Explor., 40 cts.
Demonstrations, \$1.55.
Mambulao, 63 cts.
Paracale Gumaus, \$1.54.
San Mauricio, \$8.
China Lights (Old), \$14.
China Lights (New), \$11.
Zong Singa, \$8.50.
Govt. 4 1/2 Loan, 8% Prem.
Govt. 3 1/2 Loan, par.

SELLERS

Wharves, \$115.
Salacot Mining, 18 cts.
Telephones (Old), \$29.
SALES
Hong Kong Banks, \$1,615.
Providents (New), 20 cts.
Rauha, \$12.
Baguio Gold, 59 cts.
Salacot Mining, \$23.
Demonstrations, \$1.56.
Mambulao, 64-63 cts.
Northern Mining, 52 cts.
Paracale Gumaus, \$1.59.
San Mauricio, \$6.15.
Suyoc Consol., \$1.21.
Dayakas, 58 cts.
Hotels, \$5.95.
H.K. Trams, \$12.60.
China Lights (New), \$11.
Ewo Cottons, \$9.90.

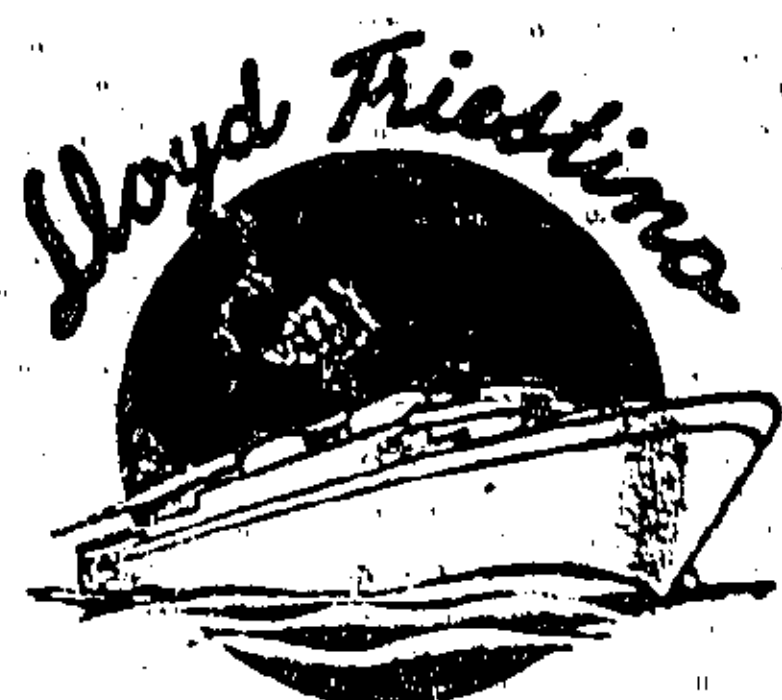
EXTRA MANILA CLOSING QUOTATIONS

Extra Manila closing quotations figures kindly supplied by Messrs. Ellis & Edgar.

Hong Kong, Oct. 12.

Morning Closing Quotations

Agnor Consol.	25
Consol. Mines	06
East Mindanao	39½
Gold Creek	30½
Ipo Gold	22
Mineral Resources	41
Mother Lode	38
Paracale Gold	41½
Salacot	09½
Sta. Rosa	10
Maraman	143.00
Dayaka	35
Cocogrove	23½
Mambulao	42
North Mindanao	25
Syndicate Invest	15
Development Inc.	45
Tinao	28
Opened easy closed steady.	
Afternoon Closing Quotations.	
Agnor Consol.	25
Consol. Mines	06
East Mindanao	39½
Equitable	22
Gold Creek	32
Ipo Gold	22
Mineral Resources	41
Mother Lode	38
Paracale Gold	42
Salacot	09½
Sta. Rosa	10



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To Shanghai "Conte Verde" 24th Oct.
To Italy "Conte Verde" 1st Nov.

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* s.s. "OLDENBURG" for Shanghai, Dairen, Tokyo, Kobe, Osaka, Yama, Nagoya... 25th Oct.

* m.v. "LEVERKUSEN" for Shanghai, Dairen, Tokyo, Kobe, Osaka, Yama, Nagoya... 9th Nov.

HOMEWARD SAILINGS

* m.v. "DUISBURG" for Genoa, Bloem, Anwerp, Rotterdam... 8th Nov.

* s.s. "OLDENBURG" for Genoa, Bloem, Anwerp, Rotterdam... 30th Nov.

* Passenger Vessel. * Limited Passenger Accommodation.

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H8135.

NEXT SAILINGS—

TO BATAVIA DIRECT

s.s. "TJISINDARI" 20th Oct., 11 a.m.

Tender Blauw Pier 10.00 a.m. Tender Polio Pier 10.15 a.m.

TO MANILA, MAKASSAR, BALI & SOERABAYA

m.s. "TJIBADAK" 27th Oct., 10 a.m.

Tender Blauw Pier 9.00 a.m. Tender Polio Pier 9.15 a.m.

TO AMOY & SHANGHAI

m.s. "TJIBADAK" 15th Oct. 10 a.m.

For further information apply:

Holland-China Trading Co., Canton

H. Nolasco da Silva, Esq., Macao

JAVA-CHINA-JAPAN LINE

York Building. Tel. 28015.



CARS OF 1937

Daimlers And
Lanchesters

EXHIBITION AT THE DORCHESTER

The range of Daimler and Lanchester cars for the new season was exhibited at the Dorchester, Park Lane, recently, writes the motoring correspondent of the "Times."

Mr. Geoffrey D. Burton, managing director of the B.S.A., Daimler, and Lanchester group, said that the company's aim was to offer, in the Lanchester models, distinctive cars at prices within the means of the majority of those to whom pride of ownership was a real factor; and in the Daimler cars to supply the best that money could buy to please motor owners who were prepared to pay extra for the highest degree of luxury and refinement. Referring to road congestion and its influence on the progress of the British motor industry, Mr. Burton said that the highway authorities should receive a considerable share of blame for the many accidents which occurred to-day.

The reason for this belief was that there had been a lack of progress in road construction generally in comparison to that made in the means of transport. In the United States of America, even in sparsely populated districts, main roads with room for six cars abreast were common. As a small example of this country's steady return to prosperity, it was stated that in the 20 h.p. Daimler range the sales last year increased by exactly 100 per cent. over the previous equivalent period, while the demand for the Daimler Straight Eight was also rising. This is significant of the greater desire for larger and higher-powered cars.

The latest forms of Daimler Fifteen, Light-Twenty, Light Straight Eight and 4-litre 8 cylinder were referred to in "The Times" of August 20, and the new 14 h.p. Lanchester Roadster was briefly described on September 3. I propose therefore to refer now only to the new Daimler Twenty-Light Limousine and the Eighteen and Eleven Lanchesters, which have also been altered.

DIGNITY AND CHARACTER

The Daimler Twenty Light Limousine has been developed to meet the definite demand for a high class car of dignity and character which, while providing good space inside, is reasonable in price, safe on the road, and comparatively inexpensive to run. The chassis lay-out follows that of the Light Straight Eight, and embodies a deep section cruciform frame with internal lattice bracing which gives strength with lightness. The engine is of 23.8 nominal power, and the wheelbase and track are 10ft. 4in. and 4ft. 9in., which measurements while giving adequate space for seven persons avoid bulkiness which might interfere with manoeuvrability. The overhead valve pushrod operated poppet valve engine is of the new standard Daimler design, and, with the gearbox, has biaxial five point rubber suspension.

Refinement, conducive to ease of maintenance, is exemplified by the provision of automatic chassis lubrication, built-in hydraulic jacks, and a system of braking which is worked by a servo motor actuated from a vacuum reservoir tank, the idea being to afford a light and uniform pedal pressure with short travel under all road conditions. This Daimler Twenty Light Limousine sells as a seven-seater at the reasonable figure of £2795.

The Lanchester car has borne an honourable name since 1896, and the latest form of Eighteen should make a wide appeal. It has an entirely new frontal design, and the general appearance of the car is lighter and more shapely than before. The main idea is to give comfortable and effortless control, and the body design, seating, special form of transmission, and even the instrument panel all help to this desirable end which incidentally implies greater safety on the road. The wheel-base has been increased to 9ft. 6in., and the radiator set more forward, while the longer bonnet adds to the car's attraction. The 6-cylinder, pushrod operated overhead valve engine is of 19.3 nominal power, and the four-bearing crankshaft has a vibration damper.

LONDON EXCHANGE RATES

(British Wireless Service)

	October 8.	October 10.
Paris	104 53/64	105 3/32
Geneva	21.26 1/2	21.26 1/2
Berlin	12.17 1/2	12.18 1/2
Athens		
Milan	93	93 1/2
Shanghai		
New York	4.89 9/16	4.90 7/16
Amsterdam	9.19 1/2	9.18
Vienna		
Prague	129 1/2	134
Bucharest	670	
Madrid		
Lisbon		
Hong Kong	29.08	29 1/2
Brussels		
Montevideo		
Belgrade	4.89 1/2	4.90 1/2
Montreal		
Yokohama		
Helsingfors		
Rio		
Buenos Aires		
Silver (Spot)	20 1/2	20
Silver (forward)	20 1/2	20
War Loan	31 1/2	31 1/2

Closing Quotations

October 12, 1936.

On LONDON:—		On NEW YORK:—	
Telegraphic Transfer	1 1/2	Bank Bills, on demand	30 1/2
Bank Bills, on demand	12 1/2	Credits, 30 days' sight	30 1/2
Credits, four months' sight	1 1/2	On BATAVIA:—	
On SHANGHAI:—		On demand	26 1/2
On demand	109 1/2	On PARIS:—	
On SINGAPORE:—		Bank Bills, on demand	64 1/2
On demand	52 9/16	Credits, 4 months' sight	68 1/2
On JAPAN:—		On SAIGON:—	
On demand	109 1/2	On demand	64
On INDIA:—		On MANILA:—	
Telegraphic Transfer	8 1/2	On demand	60 5/16
Bank, on demand	8 1/2	On BANGKOK:—	
		On demand	160 1/2
		SOVEREIGNS Bank Buying	
		Rate	1/3 1/16
		BAR SILVER, per oz.	2 1/2

NEW YORK STOCK EXCHANGE

(Through Reuter's Service)

QUOTATIONS

New York, October 11.

	High	Low	Close	Change
New York/London Cross-rate	4.89-19/32	4.90-15/16	1 1/32 up	
New York Cotton—Dec.	11.83	11.76	1 1/4	1 1/2 up
New York Rubber—1 cc.	11 1/2	11 1/4	1 1/2	1 1/2 up
Chicago Wheat—Dec.	96 1/2	96 1/4	96 1/2	1 1/2 up
Chicago Corn—Dec.	96 1/2	96 1/4	96 1/2	1 1/2 up
Silver—Official			44 1/2	unquoted

	1936	High	Low	Oct. 9	High	Low	Oct. 10	Change
Dow Jones Averages								
30 Industrials	178.45	143.11	175.19	176.21	176.14	176.05	176.05	88 up
30 Rails	58.53	40.69	53.03	53.84	53.01	52.75	52.75	53 up
30 Utilities	38.06	28.73	35.30	35.33	35.13	35.30	35.30	10 up
40 Bonds	105.92	86.92	105.48	105.48	105.48	105.48	105.48	43 off
11 Commodity Index	68.37	58.56	67.41					unquoted

Business Done:—\$70,000 shares.

Stocks	Oct. 9	Oct. 10	Stocks	Oct. 9	Oct. 10
Adams Express	14 1/2	14 1/2	G. Western Sugar	35 1/2	35 1/2
Amer. Can.	128	127 1/2	Humble Oil	66 1/2	67
Amer. Cyanamid 'B'	35 1/2	35 1/2	Int. Harvester Co.	62 1/2	62
Am. & For. Power	7 1/2	7 1/2	Int. Tel. & Tel.	12 1/2	12 1/2
Am. Light & Trac.	38 1/2	38 1/2	Kennecott	52 1/2	52
Amer. Locomotive	23 1/2	23 1/2	Loew's Inc.	58 1/2	58 1/2
Amer. Radiator	32 1/2	32 1/2	Lorillard	23 1/2	23 1/2
Amer. Rolling M.L.	89	88 1/2	McKesson & Rob-		
Amer. Smelting	56 1/2	55 1/2	bins Inc.	44	43 1/2
Am. Sugar Refining	178 1/2	179	Montano Chemicals	97 1/2	97 1/2
Amer. Tel. & Tel.	100 1/2	100 1/2	Montgomery Ward	52 1/2	53 1/2
Amer. Tobacco 'B'	27	27	Nat. City Bk.	43 1/2	43 1/2
Amer. Waterworks	41 1/2	41 1/2	Nat. Dairy Prods.	25 1/2	25 1/2
Anaconda Copper	80 1/2	81 1/2	Nat. Distillers	30	30 1/2
Atchafalpa T. & S. Fe.	28 1/2	28 1/2	Nat. Power & Light	12 1/2	12 1/2
Atlas Corp.	15 1/2	15	New York Central	48 1/2	49 1/2
Auburn	34 1/2	34 1/2	North American	33	33 1/2
Baltimore & Ohio	25 1/2	26	Northern Pacific	28 1/2	29 1/2
Bethlehem Steel	74 1/2	74 1/2	Pacific Gas & Elec.	38 1/2	39 1/2
Boeing Airplane Co.	29	29 1/2	Pacific Lightin'g	54 1/2	54 1/2
Borden Co.	27 1/2	28 1/2	Packard Motor	13	13
Bklyn - Manhattan	56 1/2	56 1/2	Paramount Picture		
Trans. Corp.			Incor.	13 1/2	13 1/2
Bklyn - Manhattan	102 1/2	103 1/2	Pennsylvania R. R.	40 1/2	41 1/2
\$6 cum. pf.	159	160	Phillips Petroleum	40 1/2	40 1/2
Case, J. I.	13 1/2	13 1/2	Pure Oil Co.	47 1/2	47 1/2
Canadian Pac. Ry.	49 1/2	49 1/2	Pub. Service of N.J.	18 1/2	18 1/2
Chase Nat. Bk.	92	92	Radio Corp.	10 1/2	10 1/2
Chesapeake Corp.	92	92	Radio Corp. 'B'		
Chesapeake & Ohio	74 1/2	75 1/2	\$5 of		
Chrysler	128 1/2	127 1/2	Reynolds Tob. 'B'	56 1/2	57 1/2
Columbia Gas & E.	20 1/2	20 1/2	Schenley	50	50
C. G. & E. 6 1/2 'A' pf.	108 1/2	108 1/2	Schenley 5 1/2 pf.	99 1/2	99 1/2
Commercial Credit	70 1/2	70 1/2	Sears Roebuck	91	91 1/2
Coml. Solvents	17 1/2	17 1/2	Socony-Vacuum	16 1/2	16 1/2
Comm. & Southern	44	44	Sthm. Cal. Edison	31 1/2	31 1/2
(ord.)			Sthm. Pacific	48 1/2	47 1/2
Comm. & Southern	78	77 1/2	Stand. Brands	18 1/2	18 1/2
(ord., \$6 cum. pf.)			Stand. Gas & Elec.	7 1/2	7 1/2
Consolid. Gas of N.Y.	44 1/2	45	Stand. Oil of N.J.	64 1/2	65 1/2
Consolid. Oil	14	14 1/2	Sterling Prods.	75 1/2	75 1/2
Continental Oil	34 1/2	35	Swift International	30 1/2	31
Corn. Products	69 1/2	69 1/2	Technicolor	28 1/2	27
Curtiss Wright 'A'	64	64	Texas Gulf Sulphur	30 1/2	30 1/2
Curtiss Wright (C)	18 1/2	18 1/2	Transamerica	14 1/2	14 1/2
Delaware & Hudson	52	53 1/2	20th Cent. Fox Film		
Distillers Corp. Sea-			comm.	32	32
grams	22 1/2	23	20th Cent. Fox Film		
Douglas Aircraft	74 1/2	75 1/2	pf.	40	39 1/2
Du Pont de Nemours	168	168 1/2	Un. Carbide & Car-		
Electric Boat	13 1/2	14	bon	101	100 1/2
Elec. Bond & Share	24	24 1/2	Un. Pacific	139	139
Elec. Bond & Share	75	75	Un. Aircraft (New)	24 1/2	25 1/2
\$5 pf.			Un. Airline Trans.	15 1/2	15 1/2
Elec. Bond & Share	88	85 1/2	Un. Corp.	7 1/2	6 1/2
\$6 pf.			Un. Corp. \$3 cum.		
Elec. Power & Light	15 1/2	15 1/2	pf.	46 1/2	46 1/2
Flintkote Co.	36 1/2	36	Un. Gas Improve-		
Gen. Cigar	25 1/2	25 1/2	ment	16 1/2	15 1/2
Gen. Electric	54 1/2	53 1/2	U. S. Indus Alcohol	39 1/2	39 1/2
Gen. Foods	48 1/2	49	U. S. Rubber	37 1/2	38 1/2
Gen. Motors	39 1/2	40	U. S. Steel	76 1/2	76 1/2
Gen. Rly. Signal	71 1/2	72 1/2	Vanadium	24 1/2	24 1/2
Gen. Dues	47 1/2	48 1/2	Warner Bros. Pict.	13 1/2	13 1/2
Goodrich Tyre Co.	14	14 1/2	Westinghouse Elec	150 1/2	150 1/2
Goodyear Tire & R.	24 1/2	24 1/2	Call Money	1 1/2	1 1/2
G. N. Ry. Rly. pf.	27 1/2	27 1/2			

Chesapeake Nat. Bk.	92	95	Radio Corpna "B"	\$5 of	
Chesapeake Corp'n.	74 1/2	75 1/2	Reynolds Tob 'B'.....	56 1/2	57 1/2
Chesapeake & Ohio	126 1/2	127 1/2	Schenley.....	50	50
Chrysler.....	208	204	Schenley 5 1/2 pf.....	99 1/2	99 1/2
Columbia Gas & E'.	108 1/2	108 1/2	Sears Roebuck.....	91	91 1/2
C. G. & E. Gas 'A' pf.	208		Secony-Vacuum.....	18 1/2	18 1/2
Commercial Credit	70 1/2	70 1/2	Stbrn. Cal. Edison.....	31 1/2	31 1/2
Coml. Solvents.....	17 1/2	17 1/2	Stbrn. Pacific.....	48 1/2	47 1/2
Comm. & Southern			Stand. Brands.....	18	18 1/2
(ord.).....	4 1/2	4 1/2	Stand. Gas Y Elec.....	7 1/2	7 1/2
Comm. & Southern			Stand. Oil of N.Y.....	64 1/2	65 1/2
(ord., 36 cum pf.	78	77 1/2	Starling Prods.....	75 1/2	75
Consolid. Gas of N.Y.	44 1/2	45	Swift International.....	30 1/2	31
Consolid. Oil.....	14	14 1/2	Technicolor.....	28 1/2	27
Continental Oil.....	34 1/2	35	Texas Gulf Sulphur.....	30 1/2	30 1/2
Corp. Products.....	69 1/2	69 1/2	Transamerica.....	14 1/2	14 1/2
Curtiss Wright 'A'.....	6 1/2	6 1/2	20th Cent. Fox Film		
Curtiss Wright (C.)	182	182	comm.....	32	32
Delaware & Hudson	52	53 1/2	20th Cent. Fox Film		
Distillers Corpna. Sea-			pf.....	40	39 1/2
grams.....	22 1/2	23	Un. Carbide & Car-		
Douglas Aircraft.....	74 1/2	75 1/2	bon.....	101	100 1/2
Du Pont de Nemours	168	168 1/2	Un. Pacific.....	139	139
Electric Boat.....	13 1/2	14	Un. Aircraft (New).....	24 1/2	25 1/2
Elec. Bond & Share	24	23 1/2	Un. Airline Trans.....	15 1/2	15 1/2
Elec. Bond & Share			Un. Corpna.....	7 1/2	6 1/2
\$5 pf.....	75	75	Un. Corpna. \$3 cum.		
Elec. Bond & Share			pf.....	46 1/2	46 1/2
\$6 pf.....	86	85 1/2	Un. Gas Improve-		
E'ec. Power & Light	154	154	ment.....	15 1/2	15 1/2
Flintkote Co.....	36 1/2	35	U. S. Indus Alcohol.....	37 1/2	38 1/2
Gen. Clear.....	25 1/2	25 1/2	U. S. Rubber.....	37 1/2	38 1/2
Gen. Electric.....	54 1/2	53 1/2	U. S. Steel.....	76 1/2	76 1/2
Gen. Foods.....	48 1/2	49	Vanadium.....	24 1/2	24 1/2
Gen. Motors.....	39 1/2	40 1/2	Warner Bros. Pict.....	13 1/2	13 1/2
Gen. Ry. Signal.....	71 1/2	72 1/2	Westinghouse 'Eler	150 1/2	150 1/2
Gen. Ry. Ducl.....	47 1/2	46 1/2	Call Money.....	1 1/2	1 1/2
Goodrich Tyre Co.....	14	14 1/2			
Goodrich Tire & R.	24 1/2	24 1/2			
G. Western Sugar.....	27 1/2	27 1/2			
1 ex. div.					

CHINA NAVIGATION COMPANY, LIMITED.

SWATOW, SHANGHAI, THINGAI	"SOIYANG"	On 14th Oct. 10 a.m.
SWATOW, FOOH, CHENG	"NEACHWANG"	On 14th Oct. Noon
AMOI & SHANGHAI	"TAIYUAN"	On 14th Oct. 8 p.m.
SWATOW & SHANGHAI	"HEANTUNG"	On 15th Oct. 1 p.m.
HOIHOW, PAKHOI & HAIPHONG	"KINGYUAN"	On 16th Oct. 3 p.m.
AMOI & SHANGHAI	"KANGTUNG"	On 17th Oct. 6 p.m.
FOOCHOW & SHANGHAI	"KANGOROW"	On 18th Oct. 8 a.m.
SWATOW, SHANGHAI, THINGAI	"HUPPE"	On 18th Oct. 10 a.m.
SWATOW & CHENG	"KALGAN"	On 20th Oct. Noon
SWATOW, SHANGHAI & THINGAI	"SINKIANG"	On 21st Oct. 10 a.m.
SWATOW, FOOCHOW	"NANOHANG"	On 21st Oct. 10 a.m.
AMOI & SHANGHAI	"TSINAN"	On 21st Oct. 6 p.m.
SHANGHAI & PAKHOI	"ANSHUN"	On 22nd Oct. 4 p.m.
SWATOW, SHANGHAI, THINGAI	"HOIHOW"	On 23rd Oct. 10 a.m.
HOIHOW, PAKHOI & HAIPHONG	"KINGCHOW"	On 23rd Oct. 3 p.m.
AMOI & SHANGHAI	"KAYING"	On 24th Oct. 6 p.m.
SWATOW, AMOI, SWATOW	"ANHUI"	On 26th Oct. 2 p.m.
SWATOW, SHANGHAI & PAKHOI	"K CLASS"	On 26th Oct. Noon
HOIHOW & SHANGHAI	"MUNAW"	On 29th Oct. 1.30 a.m.
HOIHOW, PAKHOI & HAIPHONG	"KANGTUNG"	On 30th Oct. 3 p.m.

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Telephone 3031.
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BRITISH STRAMERS: CHANGTE & TAIPING (S.S.)
FASTEST AND MOST UP-TO-DATE STEAMERS IN THE SERVICE
OPEN AIR SWIMMING POOL
ELECTRIC LAUNDRY, RACER SHIP, 200000 STEWARDS CARRIED
Only Four Leave in Australia and New Zealand. Hong Kong to Sydney—19 Days
FIRST CLASS FARE TO SYDNEY, 476 RETURN
LONDON (via Australia) from 6127-15-0.
(Australian Newspapers on file)

STRAMER	Time Hong Kong	Leave Hong Kong	Leave Manila	Due Sydney
CHANGTE	In Port	10 Oct.	14 Nov.	2 Dec.
TAIPING	8 Nov.	13 Nov.	18 Nov.	2 Dec.
CHANGTE	8 Nov.	13 Nov.	18 Nov.	2 Dec.
TAIPING	7 Jan.	14 Jan.	18 Jan.	1 Feb.

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BOSTON
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(via CAPE OF GOOD HOPE or PANAMA until further notice)
M.V. "SILVERTEAK" ... Oct. 25th, 1936
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Sailings
Sundays and Wednesdays at 4 p.m.

SWATOW, AMOI, FOOCHOW AND RETURN

Sailings Tuesdays and Fridays

S.S. SEISTAN Tues. 13th Oct. 4 p.m.

S.S. HAYANG Fri. 16th Oct. 3 p.m.

S.S. HAITAN Tues. 20th Oct. 4 p.m.

Subject to alterations without notice

ROUND TRIP TICKETS are issued from HONGKONG TO FOOCHOW (Passage) and return by the same steamer at the reduced rate of \$140, including meals while the steamer is at sea.

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CANTON-HONGKONG-HOIHOW-PAKHOL

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S.S. HAICHING

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DOUGLAS LAPRAIK & CO.,

P. & O. Building. General Managers. Tel. Nos. 2927 and 2928

MOVEMENTS OF SHIPS

To-Day's Arrivals
(BY T. S. M.)

S.S. "HELENUS" of Butterfield and Swire is due here to-day.
She comes from Europe via Straits, and will leave here for Shanghai to-morrow.
Letters of destinations will be received at the General Post Office up to 1.30 p.m. to-morrow, October 14.

S.S. "SIRDHANA"
The P. and O. B.I. and Apeur steamship "Sirdhana" will arrive here to-morrow.

SHIPPING MOVEMENT

The P. and O. Line's steam ship "Ranchi" left Singapore for this Port on the 10th instant at noon with the outward English Mails, and is due here on the 15th instant at about 6 a.m.

She comes from Calcutta and Straits, and will leave here for Amoy, Shanghai and Japan on Thursday, October 15.

S.S. "GLENFINLAS"
The s.s. "Glenfinlas" of Jardine Matheson & Co., Ltd. is due here to-day.

She comes from Shanghai, and will leave here for London, Rotterdam, Hamburg and Antwerp via Straits and Colombo to-morrow.

ADVERTISED SAILING FROM HONG KONG

NORTHWARD

FROM HONG KONG TO COAST PORTS AND JAPAN

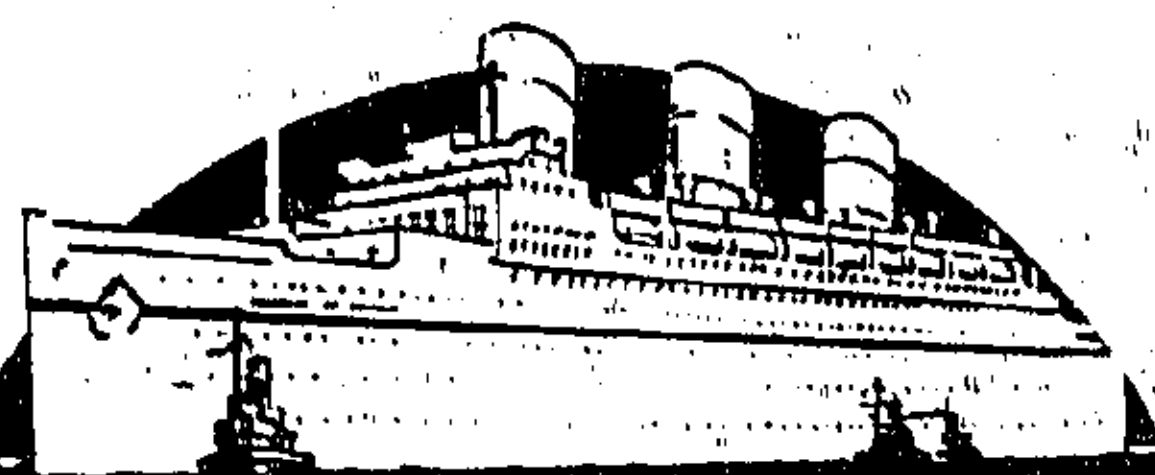
Amoy	Seistan, Douglas, October 13.
Fukien Maru, O.S.K., Oct. 14.	Newchwang, H. & S., October 14.
Taiyuan, B. & S., October 14.	Sirdhana, B.I. (Apcar), October 15.
Tjibadak, J.C.J. Line, Oct. 15.	Tjibadak, J.C.J. Line, Oct. 15.
Haiyang, Douglas, Oct. 15.	Kwangtung, H. & S., October 17.
Canton Maru, O.S.K., Oct. 18.	Hai Hing, Thoresen's, October 20.
Haitan, Douglas, October 20.	Shirala, B.I. (Apcar), Oct. 20.
Chico	Hupen, B. & S., October 18.
Yaching, Jardine's, October 18.	Pooshing, Jardine's, October 22.
Dairen	Duisburg, Johnson's, October 13.
Yaching, Jardine's, October 18.	Glenberg, Jardine's, October 23.
Oldenburg, Johnson's, October 23.	Neckar, Melchers, November 5.
Leverkusen, Johnson's, Nov. 9.	
Foochow	Seistan, Douglas, October 13.
Newchwang, B. & S., October 14.	Haiyang, Douglas, Oct. 15.
Kwangtung, B. & S., Oct. 15.	Yaching, Jardine's, October 18.
Haitan, Douglas, October 20.	Pooshing, Jardine's, October 22.
JAPAN (Direct)	Kine Maru, O.S.K., Oct. 15.
Kusanagi, October 17.	Kwan Maru, O.S.K., October 18.
Panama Maru, O.S.K., Oct. 19.	Havanna Maru, O.S.K., Oct. 23.
Kamo Maru, N.Y.K., October 26.	Suisang, Jardine's, October 27.
Keelung	Canton Maru, O.S.K., Oct. 18.
Panama Maru, O.S.K., Oct. 19.	Shanghai and Japan
Duisburg, Johnson's, October 13.	Taiyuan Maru, N.Y.K., October 14.
Java, E.A. Co., October 15.	Sirdhana, B.I. (Apcar), October 15.
Aramis, Messageries, October 16.	Emp. of Japan, C.P.S., October 16.
Ranchi, P. & O., October 16.	Douglas, Loxley's, October 17.
Talithybus, B. & S., October 17.	Pres. Pierce, Dollar's, October 23.
Hakone Maru, N.Y.K., October 23.	Pres. Jefferson, A.M. Line, October 23.
Conte Verde, Lloyd Triestino, Oct. 24.	Anno Maru, N.Y.K., Oct. 25.
Avano Maru, N.Y.K., Oct. 25.	Avano Maru, N.Y.K., Oct. 25.
Oldenburg, Johnson's, October 23.	Hurdwan, P. & O., Oct. 29.
Shirala, B.I. (Apcar), Oct. 29.	Carting, P. & O., Oct. 30.
Emp. of Asia, C.P.S., October 30.	Felix Rousset, Messageries, Oct. 30.
General Lee, States Co., October 31.	Pres. Coolidge, Dollar's, October 31.
Mentor, B. & S., Nov. 2.	Gneissau, Melchers, Nov. 3.
Nojima Maru, N.Y.K., Nov. 3.	Neckar, Melchers, November 5.
Tunda, E. & A., November 5.	Pres. Jackson, A.M. Line, Nov. 5.
Malaya, E.A. Co., Nov. 7.	Leverkusen, Johnson's, Nov. 9.
Emp. of Canada, C.P.S., Nov. 13.	Shanghai and via ports
Kwaiang, Jardine's, October 14.	Suiyang, B. & S., October 14.
Taiyuan, B. & S., October 14.	Tjibadak, J.C.J. Line, Oct. 15.
Tjibadak, J.C.J. Line, Oct. 15.	Shantung, B. & S., Oct. 16.
Kwangtung, B. & S., October 17.	Chakung, Jardine's, Oct. 18.
Hupen, B. & S., October 18.	Norviken, Jardine's, October 21.
Norviken, Jardine's, October 21.	Glenberg, Jardine's, October 23.
Swatow	Seistan, Douglas, October 13.
Fukien Maru, O.S.K., Oct. 14.	Kwaiang, Jardine's, October 14.
Newchwang, B. & S., October 14.	Suiyang, B. & S., October 14.
Haiyang, Douglas, Oct. 15.	Shantung, B. & S., Oct. 16.
Canton Maru, O.S.K., Oct. 18.	Chakung, Jardine's, Oct. 18.
Hupen, B. & S., October 18.	Norviken, Jardine's, October 21.
Norviken, Jardine's, October 21.	Glenberg, Jardine's, October 23.
Swatow	Seistan, Douglas, October 13.
Fukien Maru, O.S.K., Oct. 14.	Kwaiang, Jardine's, October 14.
Newchwang, B. & S., October 14.	Suiyang, B. & S., October 14.
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Hupen, B. & S., October 18.	Norviken, Jardine's, October 21.
Norviken, Jardine's, October 21.	Glenberg, Jardine's, October 23.

SOUTHWARD

FROM HONG KONG TO COAST PORTS, MANILA, AUSTRALIA.

Changte, B. & S., October 15.	Changte, B. & S., October 15.
Kitano Maru, N.Y.K., Oct. 29.	Nellore, E. & A., October 31.
Bali	Tjinegara, J.C.J. Line, October 13.
Tjibadak, J.C.J. Line, October 13.	Hollas, Thoresen's, October 20.
Kaigan, B. & S., October 20.	Kweilin, B. & S., Oct. 28.
Batavia	Macassar Maru, O.S.K., Oct. 14.
Tjibadak, J.C.J. Line, Oct. 20.	Cornwall, Bank Line, October 22.
Potsdam, Melchers, October 23.	Belawan-Deli
Van Heutz, J. C. J. Line, October 15.	Hague Maru, O.S.K., Oct. 20.
Cornwall, Bank Line, October 22.	Potsdam, Melchers, October 23.
Belawan-Deli	Changte, B. & S., October 15.
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TATSUTA MARU ... Wednesday, 14th Oct.
ASAMA MARU ... Wednesday, 27th Oct.
CHICHIBU MARU ... Wednesday, 29th Nov.

SEATTLE & VANCOUVER.
HIYE MARU (Starts from Kobe) Monday, 9th Nov.
HEIAN MARU (Starts from Kobe) Monday, 30th Nov.

NEW YORK via Panama.
↑ NOHMA MARU ... Tuesday, 3rd Nov.
↑ NOTO MARU ... Tuesday, 24th Nov.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.

HEIYO MARU ... Friday, 4th Dec.
LONDON, MARSEILLES, ANTWERP, ROTTERDAM
KATORI MARU ... Saturday, 24th Oct.
KUNIMARU ... Saturday, 7th Nov.
YASUKUNI MARU ... Friday, 20th Nov.

LIVERPOOL via Port Said, Beyrouth, Istanbul, Piraeus, and Marseilles

↑ TOYOOKA MARU ... Monday, 16th Nov.
SYDNEY & MELBOURNE via Manila and Ports.
KITA O MARU ... Thursday, 28th Oct.
KAMO MARU ... Saturday, 28th Nov.

BOMBAY via Singapore, Penang and Colombo.
↑ MAYEHASHI MARU ... Wednesday, 28th Oct.
↑ DENMARK MARU ... Sunday, 1st Nov.
↑ GUNO MARU ... Thursday, 12th Nov.

CALCUTTA via Singapore, Penang and Rangoon.
↑ TOTORI MARU ... Friday, 16th Oct.
↑ TOKUSHIMA MARU ... Thursday, 18th Oct.

SEANGHAI, KOBE & YOKOHAMA.
HAKONE MARU ... Friday, 23rd Oct.
KAMO MARU (N'aki direct) Monday, 7th Nov.
ANYO MARU ... Wednesday, 28th Oct.

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MARSHAL JOFFRE ... 14th Nov., 1936.
PAPA D'AMORE ... 27th Nov., 1936.
JAN LAB. MOE ... 11th Dec., 1936.
D'ARTAGNAN ... 26th Dec., 1936.

SPHINX ... 20th Oct., 1936.
ARABIS ... 3rd Nov., 1936.
FELIX BOUSSE ... 17th Nov., 1936.
MARSHAL JOFFRE ... 1st Dec., 1936.
PAPA D'AMORE ... 15th Dec., 1936.
JEAN LABORDE ... 29th Dec., 1936.

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SAFETY OF LIFE AT SEA

Lessons Of Recent Losses

Reference to the loss in the North Atlantic of the s.s. Millpool, the s.s. Blairgowrie and the s.s. Usworth was made by Dr. James Montgomery, chief ship surveyor of Lloyd's Register of Shipping, when he read a paper on safety at sea at the international meeting of the Society of Naval Architects and Marine Engineers in New York recently.

The loss of these vessels, he said, had directed attention to the security of the hatchways and the efficiency of the steering gear. It was the rod and chain type of gear that was chiefly criticised, he said, but it could be proved that accidents to steering gear did not occur with a greater frequency than casualties to other parts of the ship's equipment.

A breakdown of the steering gear might involve consequential loss of a serious character, but given the particular care in maintenance which its efficient working demanded the rod and chain type of gear was satisfactory.

Dr. Montgomery also referred to the fact that over the last forty years the size of hatchways in cargo vessels has progressively increased, while the methods of making them secure against assaults of the sea had not been materially altered. The opening was still closed in with pine covers protected by tarpaulins secured by lashings.

It did seem, he said, that the time had come when more serious attention should be given to the various proposals which had been put forward, such as the adoption of steel covers.

FIRE RISKS

On the subject of fire on ships Dr. Montgomery pointed out that in the United Kingdom from 1926 to 1934 inclusive the total losses, both cargo and passenger, due to fire were 22 ships, aggregating about 60,000 tons gross. Of these only three were ships carrying passengers, and they did not involve loss of life.

An analysis of the fires reported in the twelve months March, 1935, to February, 1936, showed that in the great majority of cases the cause of the fire was unknown and that the percentage of fires in motor-ships was more than double that in steamers.

Mr. E. L. Champness, managing director of the Palmers Hebburn Company, of Tyneside, remarked that safety of sea travel was made up of many factors, of which fire had proved to be the least important.

In the nine years 1926 to 1934, he said, the number of lives lost due to fire on British-owned ships of all classes was 164. For the same period the number of road deaths in Britain was 59,892, while in America in one year alone—1934—the number was practically 24,000.

Following the disastrous fires in the Georges Philippard and Atlantique

NEWS FROM THE WATERFRONT

Freight And Asiatic Passengers Returns

(BY LONGSHOREMAN).

The freight returns, received from the Harbour Office, during the 24 hours ended at 9.00 a.m. yesterday, showed a low tonnage movement.

The total tonnage of general cargo carried by vessels to the Colony was 8,492 tons, with British steamers carrying 650 tons.

Through cargo for ports beyond the Colony amounted to 5,519 tons, of which 40 tons were carried by British steamers.

Asiatic deck passengers entering into the Colony during the 24 hours ended at 9.00 a.m. yesterday were 1,124, of which 698 were from British steamers.

There were altogether six arrivals, of which only one was of British registry, the remainder being of other nationalities, while of the six departures, two were British ships, the rest being of other different countries. Particulars as follows:

Nationality	Ships	Tonnage
British	1	690
Dutch	1	759
Norwegian	1	—
Japanese	3	12,582
Total	6	14,011

£50 A MONTH ALIMONY

New York Court And Alfonso's Eldest Son

Judge Steur of the New York Supreme Court, has ordered the Count of Covadonga, eldest son of ex-King Alfonso, to pay his wife, the Cuban-born Edelmira Samper-Ocejo, temporary alimony of £50 a month and £150 counsel's fees pending the outcome of the count's suit for the annulment of his marriage.

His wife asked for £150 a month and £50,000 counsel's fees. The Count of Covadonga filed a suit last July in the New York Supreme Court for the annulment of his marriage.

que, improved methods of fire protection had been embodied in the latest French liners. In the case of the President Doumer, it had been found possible to effect a considerable reduction in the use of timber by replacing it with metal.

Considerable ingenuity was also used in eliminating as much wood as possible from the structure of the Normandie. Similar improvements had been carried out in British ships, notably the Queen Mary, the Strling, the Castle, the Strathmore, and the Orion.

Each of these had been fitted with sprinklers, a system which Mr. Champness said was "likely to hold at sea as on land a unique position as the 100 per cent method of insuring immediate detection and immediate extinction always associated with personal attention." "Central News."

ARRIVALS IN COLONY

Passengers On Pres. Pierce

Among the passengers aboard the Dollar liner President Pierce which arrived yesterday from Seattle, via Japan ports and Shanghai, were Miss B. A. Rouch who is connection with the Bank of New South Wales and holds the coveted position of Assistant Economic Adviser.

Mr. Fred C. Fornes, the new American Consul for Hong Kong, accompanied by his wife and young son.

Mr. Edmund James Coots, managing director of the Property Real Estate Inc. Ltd. New South Wales.

Mr. Benjamin Sobol, Vice-President of the Sobol Brothers Oil Company, New York, was also a passenger. He is en route to Manila on a pleasure trip.

ARRIVALS

MONDAY, OCTOBER 12

Pres. Pierce, American steamer, 12,579 tons, Captain Henry Nelson, from New York via Shanghai, Kowloon, Wharf—Dollar Line.

Haraldsvang, Norwegian steamer, 1,865 tons, Captain A. Sundt, from Swatow, Stonecutters—K. Larsen & Co.

Kinkasan Maru, Japanese steamer, 2,615 tons, Captain K. Tak'yu, from Milke, buoy No. A13—M. B. K.

Yellun Maru, Japanese steamer, 1,284 tons, Captain M. Kojima, from Tsingtau, buoy No. B15—D. K. K.

Marosa, Norwegian steamer, 839 tons, Captain L. Thorenfeldt, from Hon Koko Bay, Stonecutters—Thorsen & Co.

Kwai Sang, British steamer, 1,439 tons, Captain M. Costello, from Tsingtau and Shanghai via Swatow, West Point Wharf—J. M. & Co.

SUNDAY, OCTOBER 11

Tjinegara, Dutch steamer, 5,733 tons, Captain J. Adriaanse, from Shanghai via Amoy, buoy No. A3—J. C. J. Line.

CLEARANCES

MONDAY, OCTOBER 12

Malayan Prince for Manila.
Kwai Sang for Canton.
Haraldsvang for Port Redon.
Unyo Maru for Singapore.
Amshun for Amoy.
Tai Yuan for Canton.
Rakuyo Maru for Moll.
Clara Jensen for Saigon.
Tin Seng for K. C. Wan.

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S.S. "CITY OF CARDIFF" ... Malta, Havre, London, Rotterdam, Hamburg & Glasgow. 8th Oct.
S.S. "CITY OF LYONS" ... Havre, London, Rotterdam & Hamburg. ... 14th Nov.
S.S. "CITY OF PITTSBURG" ... Havre, London, Rotterdam & Hamburg. ... 14th Dec.

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S.S. "TINHOW" ... Loading for Mauritius Reunion, Tamatave, Lourenco Marques, Durban and Cape Town. 5th Nov.

EAST & SOUTH AFRICA ... Loading for Mauritius Reunion, Tamatave, Lourenco Marques, Durban and Cape Town. 5th Nov.

M.V. "INOHANGA" ... from Calcutta 4th Nov.; ... from Colombo 10th Nov.

M.V. "INOMATI" ... from Calcutta 4th Dec.; ... from Colombo 11th Dec.

M.V. "INIPINGO" ... from Calcutta 4th Jan.; ... from Colombo 14th Jan.

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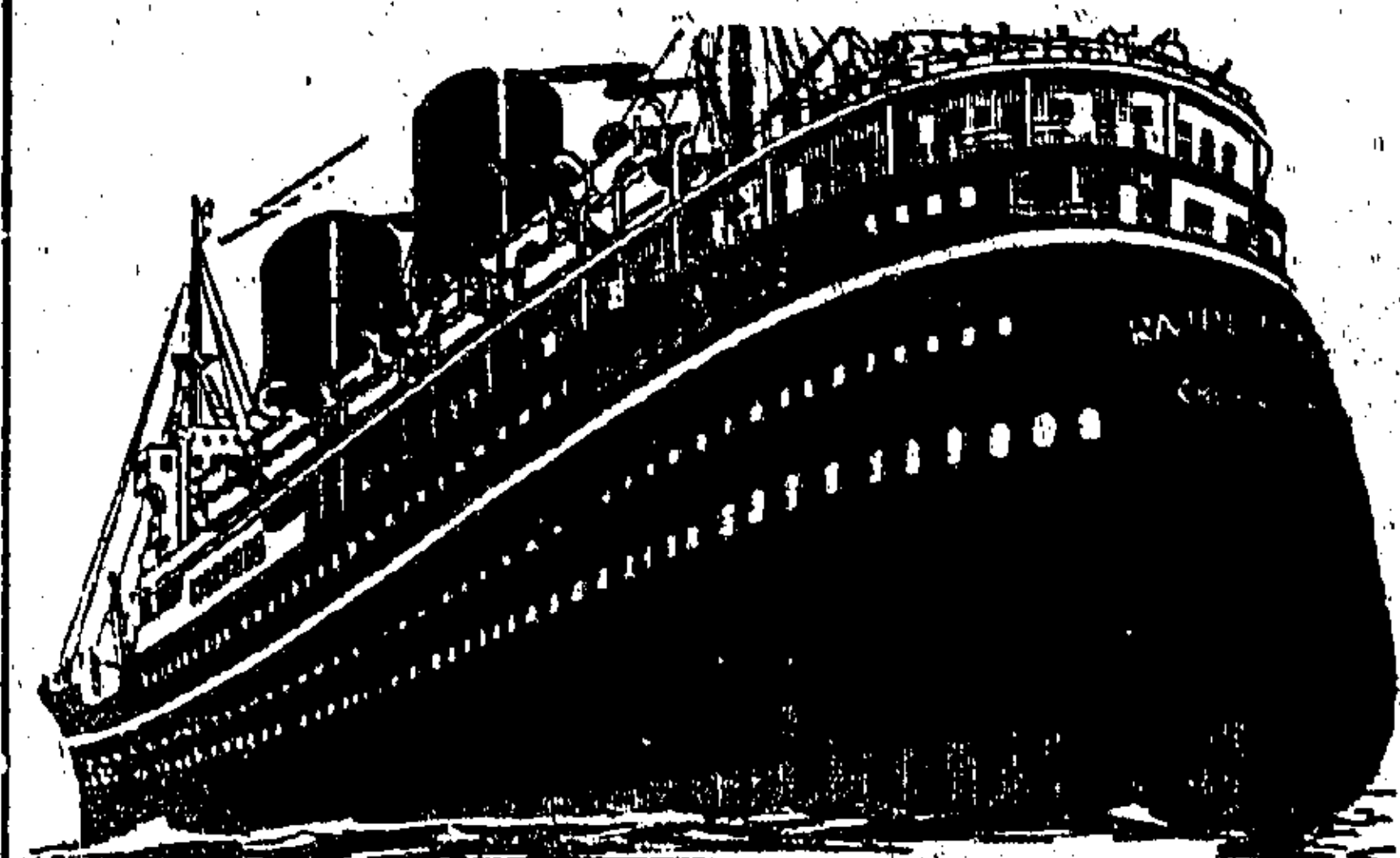
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PENINSULAR & ORIENTAL SAILINGS

RAWALPINDI	17,000	17th Oct. Noon	Marseilles & London.
*BEHAR	6,000	24th Oct.	Mars. Havre, London, Hull, B'g, R'dam, & A'warp.
*CORFU	14,600	31st Oct.	Bombay, Marseilles & London.
*SOUDAN	6,000	7th Nov.	Mars. Havre, London, Hull, B'burg, R'dam, & A'warp.
*MIRZAPORE	6,000	9th Nov.	Pom'ey & Karachi only.
RANCHI	17,000	14th Nov.	Marseilles & London.
CARTHAGE	14,600	29th Nov.	Bombay, Marseilles & London.
*BUDDWAN	6,000	5th Dec.	Marseilles, Havre, London, Hull, Hamburg, R'dam, & Antwerp.
NALDERA	17,000	18th Dec.	Bombay, Marseilles & London.
COMORIN	17,000	26th Dec.	Bombay, Marseilles & London.
*SOMALI	6,000	2nd Jan.	B'g, Marseilles, Havre, London, Hull, B'burg, R'dam, & Antwerp.

* Cargo only. † Calls Cebu-Manila. ‡ Calls Tientsin.

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BRITISH INDIA-APCAR SAILINGS

*GOGRA	7,000	24th Oct.	Singapore, Port Swettenham, Penang, Rangoon & Calcutta.
SIN HANA	8,000	7th Nov.	
SHIR LA	8,000	21st Nov.	
TILAWA	10,000	5th Dec.	
SANTHA	8,000	19th Dec.	

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EASTERN & AUSTRALIAN SAILINGS

NELLORE	7,000	31st Oct.	Manila, Rabaul, Brisbane
TANDA	7,000	4th Nov.	Sydney, Melbourne & Hobart
NANKIN	7,000	2nd Jan.	

SAILINGS TO SHANGHAI & JAPAN

SIRDHANA	8,000	15th Oct.	Amoy, Shanghai & Japan
RANCHI	17,000	16th Oct.	Shanghai & Japan
SHIBALA	8,000	29th Oct.	Amoy, Shanghai & Japan
*BUDDWAN	6,000	9th Oct.	Shanghai & Japan
CARTHAGE	14,600	20th Oct.	Shanghai & Japan
TANDA	7,000	15th Nov.	do
TILAWA	10,000	15th Nov.	Amoy, Shanghai & Japan
NALDERA	17,000	12th Nov.	Shanghai & Japan
*SOMALI	6,000	25th Nov.	do
COMORIN	17,000	27th Nov.	do

* Cargo only.

ALL DATES are approximate and subject to alteration without notice. For further information, Passage, Freight, Handbooks, etc., apply to the Agents:—

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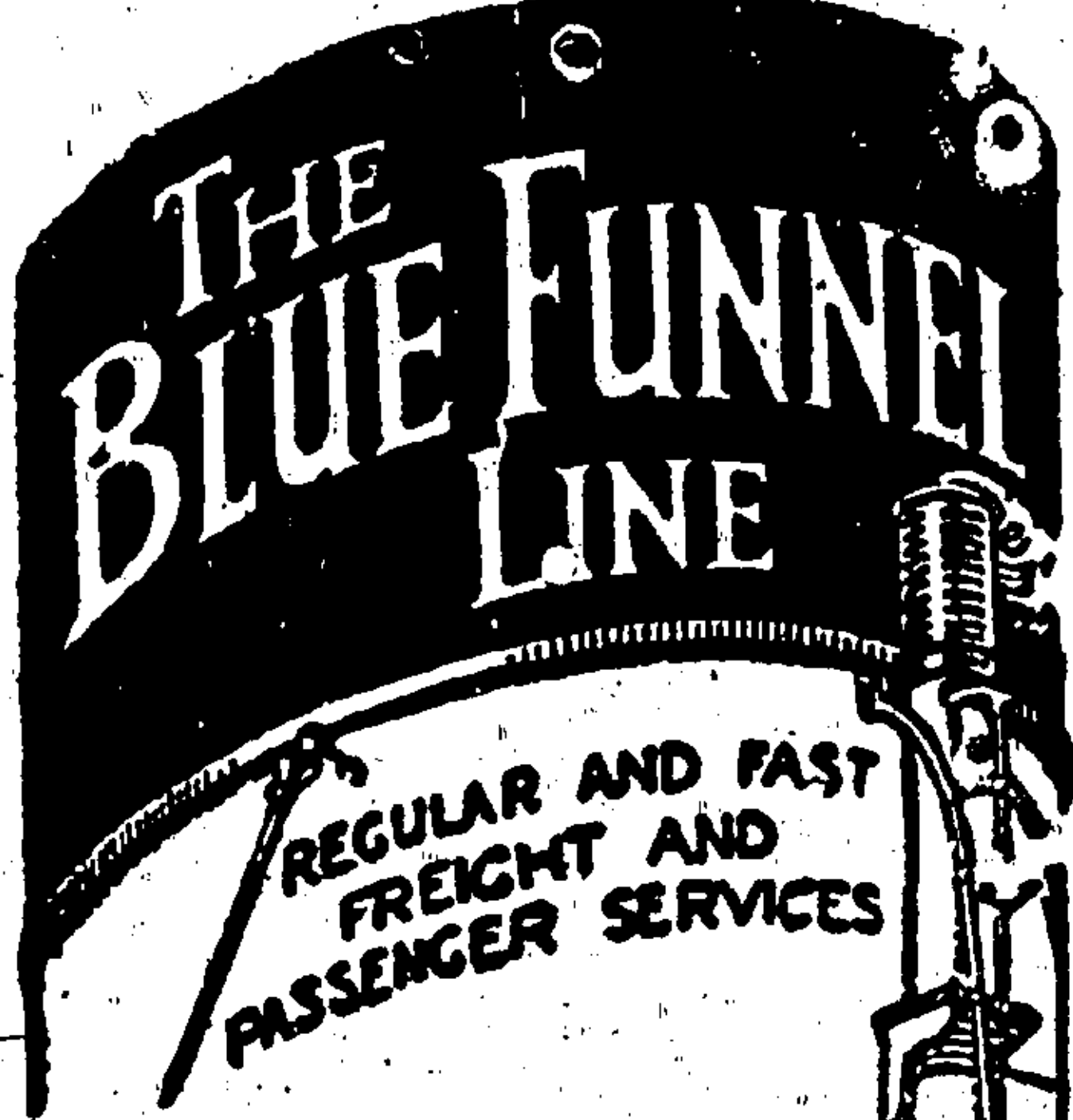
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"CYCLOPS" Sails 17 OCT., for Havre, Liverpool, Bromborough and Glasgow

NEW YORK SERVICE
"PHEMIUS" Sails 1 DEC., for Boston, New York, Philadelphia and Baltimore, via Manila, Batavia, Straits & Cape of Good Hope

PACIFIC SERVICE (via Kobe, Yokohama & Tokyo)
"TALITHYKUS" Sails 17 OCT., for Victoria, Vancouver & Seattle

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"NIGHT MUST FALL"

(Continued from Page 1)

is more than enough excitement for the most blasé of crime-fans and more than enough humour to satisfy the most critical. As one of the characters remarks, "Every body likes a good murder"; in "Night Must Fall" Emlyn Williams has given us not merely this but a brilliantly-constructed and intensely interesting play, every character in which is a first-rate study in characterization.

The play is a new one having been first presented in London in May last year. It enjoyed a most successful run of more than twelve months, and is now to be taken to New York. Patrons of the Hong Kong A.D.C. are thus to have an opportunity of seeing a play which has probably not been produced as yet anywhere outside of London. They will also have an opportunity of seeing a cast which is almost entirely new to local audiences.

The leading role, which was played in London by Emlyn Williams himself, is in the hands of Nigel Weymouth, who has had considerable experience of acting in Malta, while others in the cast include Winnie Cox, who has taken part in a number of productions in England, and Ruby Mathieson, who will play the part created by Dame Whitty.

Performances will be given in the China Fiest Club Theatre, on the nights of November 4, 5, 6 and 7, and it is hoped that the enterprise displayed by the A.D.C. in starting their dramatic season a month earlier than usual will meet with the enthusiastic support of local theatre-goers. Booking opens at Anderson's Music Store on Monday, 19th instant, and early reservations are advisable.

BELGIAN CATHOLIC PARTY

Autonomous Flemish And Walloon Section

("Hong Kong Daily Press" Special)

Brussels, Oct. 12.

The Belgian Catholic Party will henceforth be divided in an autonomous Flemish and a Walloon section, according to a decision taken here last Sunday. At a meeting of the Party it was approved that a presidium be formed, consisting of 14 persons, one half being Flemish, the other half Walloons. Senator Verbiest has been elected chairman of the Flemish section of the party, which is to be known as "Catholic Flemish Peoples Party," while the well-known Catholic leader Hoyois has been elected chairman of the Walloon section, whose designation is not yet known.

The Minister of State, Van Cauwenberghe, addressed the meeting and declared that the Flemish Catholics were under the impression that their interests had not been properly looked after hitherto in the existing centralised party. Political circles here unanimously attach great importance to the reorganisation of the Catholic Party on a federalist basis.

Transocean News Service

ALSACE-LORRAINE COMMUNISTS

Meetings Pass Without Incident

Paris, Oct. 11.

The Communist meetings in Alsace-Lorraine, out of which it was feared serious trouble might grow, passed off almost without incident to-day.

M. Leon Blum, the Prime Minister of France, was given a tremendous ovation on his arrival at Lens, where he spoke to 80,000 people.

Meanwhile, Radical Socialists warned the electors throughout France that a continuance of strikes and unrest might endanger all that the workers had gained, and M. Ducloux, Vice-President of the Socialist Party, in a speech at Mulhouse, hinted that the Government might lose its Communist support if it did not carry out the full programme it had promised.

Political circles are of the opinion that M. Blum will eventually have to choose between the Communists and Radical Socialists for his allies.

Reuter.

CHINA SOCCER TOUR

Account At Meeting Of Referees

At the Hong Kong Football Referees meeting which was held at the Sports Club yesterday, Mr. Lee Wai Tong gave a very interesting speech, recalling incidents of the recent tour in Saigon, Singapore, India, etc.

The best team the Chinese played against was the Indian team. Though the Indians played bare footed they showed the Chinese some fast foot work and speed.

The complete tour in the East lasted 80 days with the splendid record in 27 games of 23 wins and four draws. Total goals scored were 117 for and 27 against.

EUROPEAN TOUR

The team then proceeded to Germany, where they took part in the Olympics. They were very unfortunate as Mr. Lee says that they were picked to play against the British since they were the first to teach the Chinese how to play the game.

In the match between England and China, Lee said that the English side was superior because they had a stronger kick and their head work was better. In spite of all that, they gave a very good account of themselves during the game, their chief fault being that they could not keep up with the speed of the British team. This was the reason for China losing most of the games.

After the Olympics they crossed over to London. They had the opportunity of watching the Arsenal play Everton, and were taken around sightseeing by their hosts, the Corinthians, whom they played at Highbury, and were proud to play on one of the best grounds in all Europe. In the first half of the game China was leading two goals in the first fifteen minutes, and led 2-1 before the second half was over, but again their staying power failed them and were beaten in the closing stages by the odd goal in five.

Mr. Lee described the methods of the referees in England and the co-operation they get from the lineamen in reaching decisions and on other points which arise during the game.

A vote of thanks was accorded to Mr. Lee for his interesting talk.

MOB DISORDER IN ENGLAND

Fascists Meet Opposition

London, Oct. 11.

The march of 5,000 and Fascists in the East End of London this afternoon ended without serious disorder. There were a number of minor injuries in scuffles between Communists and their opponents and the police made nine arrests.

About 100 youths, in the course of the evening, smashed the windows of 15 Jewish-owned shops in Mile End Road, the East End, and looted their contents on some of the premises. When a bus-load of police rushed up, the raiders disappeared.

The Fascist march in Liverpool in the evening led to lively scenes. Despite the fact that hundreds of foot and mounted police surrounded the procession, missiles were thrown by anti-Fascists and the police made bacon charges into the crowd. There were many arrests and several were injured.

Reuter.

CANTON OMNIBUS PROPOSAL

Canton, Oct. 12.

It is reported that certain wealthy overseas Chinese capitalists have applied to the Provincial authorities for a concession to run street omnibuses.

Formerly, a certain company applied for the concession, but failing to raise the necessary working capital and successfully negotiate the terms and conditions with the Government, the company ceased to exist.

In the present instance, the applicants for the concession propose to run omnibuses with overhead wires, but without rails, and to import over eighty handsome up-to-date omnibuses from a leading firm in England.

Chinese Evening Press.

SUIYUAN FEARS INVASION

Mongol Irregulars Making Plans

Shanghai, Oct. 12.

Anxiety about the situation in Inner Mongolia is expressed by several Chinese newspapers which predict an early invasion of East Suiyuan province by Mongol irregulars. Manchukuo troops are at present massing at Chahar.

Wang Ying, leader of 2,000 irregulars, is reported to be making warlike preparations in Northern Chahar, while W. Shou-hsien, commander of the Manchukuo forces which last year gained control of five Chahar counties, is concentrating his troops around Kangpao and Paochang. These forces are believed to be equipped with tanks and armoured cars.

Prince Sha, head of the Suiyuan-Mongol Council, is at present conferring with other loyal Mongol leaders in Kweisui before proceeding to Nanking to report to the Government. At an interview Prince Sha declared that adequate preparations have been made by the Suiyuan-Mongol authorities to repulse any invasion.

General Fu Tso-yi, Civil Governor of Suiyuan, and General Yen Hsi-shan, Pacification Commissioner of Shanxi, are reported to be planning concerted measures to defend the province should necessity arise.

Reuter.

HARBOUR RESCUE

A penniless ex-soldier of the Canton Army finding himself stranded in the Colony, attempted to commit suicide by jumping into the harbour yesterday evening. He was rescued after some difficulty and removed to the Kowloon Hospital suffering from the effects of his immersion.

The soldier was stated to be Lai Hon Ho, aged 22 years, a recent arrival from Canton. He jumped into the water from the Star Ferry boat Meridian Star when about half way across the harbour, after she had left Hong Kong for the mainland. Kwok Chang, a seaman, immediately went to the man's rescue.

C.M.S.N. VESSELS

Canton, Oct. 12.

With a view to enlarging its field of business, it is reported that the China Merchants Steam Navigation Company proposes to extend the run of its steamers to the Straits Settlements.

It is reported that the management of this Company has already sent a representative to Hong Kong to investigate.

Chinese Evening Press.

HU HAN MIN'S STATE BURIAL

Large Party Attending From Nanking

Nanking, Oct. 12.

A large party of high government officials are leaving here tomorrow for Canton to attend the State burial of the late Mr. Hu Han-min. The party includes Mr. Chu Cheng, President of the Judicial Yuan, Dr. Sun Fo, President of the Legislative Yuan, Dr. Wang Chung-hui and Mr. Ma Chao-chung, Mayor of Nanking.

Reuter.

HUNGARY HONOURS GOERING

Budapest, Oct. 11.

The Hungarian Regent, Admiral Nicholas von Horthy conferred on the Prussian Premier, General Hermann Goering, who attended the funeral of the late Hungarian Premier, General Gombos, in Budapest, the Grand Cross of the Hungarian Order of Merit, the highest order that Hungary can bestow.

General Goering left Budapest on Sunday morning by air for Berlin. At the aerodrome several members of the Hungarian Cabinet, the German Minister and the Legation Staff were present to wish General Goering goodbye. A Guard of Honor of the Hungarian garrison played "Deutschland ueber Alles," the "Horst Wessel" hymn and the Hungarian National Anthem as the plane took leave.

Transocean News Service.

FOREIGN MAILS

A fire occurred in the Post Box in the Peninsula Hotel on the night of the 11th instant and several letters were burnt. Any enquiries regarding these letters should be made to the Superintendent of Mails, G.P.O.

Letters and Postcards for Europe and South America are forwarded "via Siberia" if so superscribed.

INWARD MAILS

FROM	PER	DATE
Air Mail by "Imperial Airways"		
Direct Service—London date, 3rd October.		
SHANGHAI	Glenelg	13th Oct.
JAPAN	Tokyo	14th Oct.
MANILA	Emp. of Japan	14th Oct.
CALCUTTA and STRAITS	Sterling	14th Oct.
JAPAN	Atsuta Maru	14th Oct.
U.S.A. and STRAITS	Kalam	15th Oct.
Europe via Straits (Letters and Papers) London, 17th September and London, 17th October.		
PARIS—London date, 10th Sept.		
JAPAN	Tokyo Maru	15th Oct.
HAIPHONG	G. G. Paul Downes	16th Oct.
JAPAN	Aka Maru	16th Oct.
JAPAN and SHANGHAI	Rawalpindi	16th Oct.
U.S.A., CANADA, JAPAN and SHANGHAI (Seattle, 26th September)		
SAIGON	Pres. Jefferson	16th Oct.
STRAITS	Ararat	16th Oct.
SHANGHAI	Ararat	16th Oct.
SHANGHAI	Sargodon	16th Oct.
STRAITS	Sphinx	16th Oct.
STRAITS	Nakodite Maru	16th Oct.
STRAITS	Orion	16th Oct.
JAPAN	Bumay Air Maru	16th Oct.
JAPAN	Gogon	16th Oct.
CANADA, U.S.A., JAPAN and SHANGHAI (Vancouver B.C., 3rd October)		
U.S.A., HONOLULU, JAPAN and SHANGHAI (San Francisco, 2nd October)		
STRAITS	Pres. Coolidge	16th Oct.
JAPAN and SHANGHAI	Lion Maru	16th Oct.
U.S.A., HONOLULU, JAPAN and SHANGHAI (San Francisco, 25th September)		
JAPAN and SHANGHAI	Pres. Adams	16th Oct.
STRAITS	General Lee	16th Oct.
STRAITS	Poladon	16th Oct.
STRAITS	Hakone Maru	16th Oct.
JAPAN and SHANGHAI	Kaimo Maru	16th Oct.
JAPAN and SHANGHAI	Asama Maru	16th Oct.
STRAITS, U.S.A. and London parcels—London date, 17th September		
AUSTRALIA via MANILA	Monson	16th Oct.
	Kamo Maru	16th Oct.

OUTWARD MAILS

REGISTERED AND PARCEL MAILS are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m., registered and parcel mails are closed at 8 p.m. on the previous day.

FOR	PER	DATE AND TIME
TUESDAY		
Manila, Makassar and Sourabaya	Tinagara	Tuesday, 13th, 8.30 a.m.
Fort Bayard	Tin Seng	2.00 p.m.
Swatow, Amoy and Foochow	Seaton	3.00 p.m.
Letters for Guam, Honolulu, and U.S.A., by "Pan-American Airways Service"—due San Francisco, 20th October.	Pres. Pierce	Reg. 3.30 p.m. Lat. 4.00 p.m. 4.30 p.m.
Manila	Pres. Pierce	4.30 p.m.
Shanghai, Japan, Honolulu, U.S.A., Central and South America, Canada, and EUROPE via San Francisco—due San Francisco, 4th Nov., and EUROPE via Siberia	Taiwan Maru	Reg. 13th, 5.0 p.m. Lat. 14th, 8.30 a.m.
WEDNESDAY		
Swatow, Amoy and Formosa	Fukushima Maru	Wednesday, 14th, 8.30 a.m.
Swatow via Swatow	Nanchang	10.30 a.m.
Swatow	Kwaiyang	12.30 p.m.
Shanghai	Hienan	1.30 p.m.
Straits, Ceylon, India, East and South Africa	Atlas Maru	2.30 p.m.
Amoy	Tai Yuen	4.30 p.m.
THURSDAY		
Amoy	Tybidak	Thursday 15th, 8.30 a.m.
Swatow and Foochow	Tai-Ning	1.30 a.m.
Letters for "Imperial Airways" Direct Service—due London, 26th October.	R.M.A. Dorado	G.P.O. & K.P.O. Reg. 15th, 4.00 p.m. Lat. 16th, 8.30 a.m. G.P.O. & K.P.O. Lat. 16th, 8.30 a.m.
Letters for "Australia by Imperial Airways Service"—due Darwin, 20th October.	R.M.A. Dorado	Reg. 15th, 5.00 p.m. Reg. 16th, 9.15 a.m. Lat. 16th, 8.30 a.m.
*Shanghai, Japan, Honolulu, Canada, U.S.A. and EUROPE via Vancouver, B.C., (Parcels for Canada only)—due Vancouver, 8.0, 31st November	Emp. of Japan	Reg. 15th, 5.00 p.m. Reg. 16th, 9.15 a.m. Lat. 16th, 8.30 a.m.
Manila, Australia and New Zealand via Thursday Island—due Thursday Island, 27th October	Onagiri	Reg. 15th, 5.00 p.m. Reg. 16th, 9.15 a.m. Lat. 16th, 8.30 a.m.
Shanghai, Japan and EUROPE via Siberia	Brachi	Friday, 14th, 10.30 a.m.
Hokoh, Pakhoi and Haiphong	Kinryu	1.00 p.m.
Shanghai and Japan	Ararat	1.30 p.m.
*Straits and Calcutta	Kumano	1.40 p.m.
Haiphong	Canam	2.00 p.m.
Japan	Kaimo	2.30 p.m.
Straits, Ceylon, India, East and South Africa, Aden, Egypt and EUROPE via Marseilles—due Marseilles, 13th November	Rawalpindi	G.P.O. & K.P.O. Reg. 15th, 5.00 p.m. Lat. 16th, 8.30 a.m.
Letters for "K.L.M. Service"—due Amsterdam, 26th October.		
*Japan and Canada—due Victoria B.C., 11th November	Taihybin	1.30 a.m.
Manila	Pres. Jefferson	4.30 p.m.
Amoy	Kaimo	5.00 p.m.
Swatow	Kaimo	5.00 p.m.
SUNDAY		
Swatow, Amoy and Formosa	Canton Maru	Sunday, 15th, 9.00 a.m.
MONDAY		
Fort Bayard, Hokoh, Pakhoi and Haiphong	G. G. Paul Downes	Monday, 16th, 1.00 p.m.
TUESDAY		
Batavia and Sourabaya	Tiondani	Tuesday, 20th, 9.30 a.m.

*Superscribed correspondence only.

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